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PROCEEDINGS

OF THE STANDING COMMITTEE

ON RAILROADS AND TELEGRAPH LINES;

CONFERRED WITH

THE MINUTES OF EVIDENCE.

PREPARED BY THE COMMITTEES ON THE SUBJECT, 1845, 1846, 1849.



THURANT

CORNER AND CORNER, BROAD STREET

PROCEEDINGS

OF

THE STANDING COMMITTEE

ON

RAIL-ROADS AND TELEGRAPH LINES;

TOGETHER WITH

THE MINUTES OF EVIDENCE.

ORDERED BY THE COMMITTEE TO BE PRINTED, 14th JULY, 1851.



TORONTO:

LOVELL AND GIBSON, FRONT STREET.

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EVIDENCE TAKEN BY THE COMMITTEE.

RELATIVE TO THE—

Proposed Main Trunk Line of Railway.

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F.—Extract from the Montreal Gazette of 9th June, 1851, containing a second communication signed “Ottawa,” on the subject of Mr. Gzowski’s Report,—and a letter from C. P. Treadwell, Esq., on the subject of Branch Roads, and the gauge to be adopted for the Railroad.

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ORDERS OF REFERENCE.

LEGISLATIVE ASSEMBLY,

Tuesday, 20th May, 1851.

“Resolved, That a Select Standing Committee of this House on Railroads and Telegraph Lines be appointed for the present Session, which Committee shall be empowered to examine and enquire into all such matters and things as may be referred to them by the House, and to report from time to time their observations thereon; with power to send for Persons, Papers and Records.”

Monday, 26th May, 1851.

Ordered, That the said Committee be composed of the following Members :

Hon. Mr. Badgley,
Mr. Cauchon,
Mr. Dickson,
Mr. Dumas,
Hon. Mr. Hincks,
Mr. Sol. Gen. Macdonald,
Hon. Mr. Macdonald,
Sir Allan N. MacNab,
Mr. Morrison,
Mr. Ross,
Mr. Sherwood, of Brockville,
Mr. Smith, of Durham,
Mr. Taché.

Wednesday, 4th June, 1851.

Ordered, That that part of the speech of His Excellency the Governor General, at the opening of the present Session, which relates to Railways be referred to said Committee.

Thursday, 5th June, 1851.

Ordered, That the Return to an Address from this House to His Excellency the Governor General, of yesterday, praying for copies of all correspondence that has taken place between the Commissioner of the Board of Works and the Railway Companies of this Province.

Monday, 9th June, 1851.

Ordered, That the Message of His Excellency, the Governor General, delivered to the House this day, relative to the projected Railroad between Halifax and Quebec or Montreal, be referred to the said Committee.

Ordered, That Mr. Scott of Bytown, and Mr. Scott of Two Mountains, be added to said Committee.

Thursday, 12th June, 1851.

Ordered, That the Petition of P. Filiatrault and others, of the Parish of Ste. Thérèse, be referred to the said Committee.

Monday, 16th June, 1851.

Ordered, That the Bill to incorporate the Montreal and Kingston Railway Company be referred to the said Committee.

Wednesday, 18th June, 1851.

Ordered, That the bill to empower the St. Lawrence and Lake Champlain Railroad Company, to make a Branch Road to the Province line east of the River Richelieu, and to construct a Bridge over the said River, be referred to the said Committee.

Tuesday, 24th June, 1851.

Ordered, That the following Petitions be referred to the said Committee:—Of the Municipality of the Township of Drummond;—Of the Municipality of the Town of Perth;—Of the Municipal Council of the united Townships of Bathurst and South Sherbrooke; Of J. W. Anderson and others, Municipal Councillors of the united Townships of Lanark and Darling;—Of the Municipality of the Township of Burgess.

Wednesday, 25th June, 1851.

Ordered, That the following Bills be referred to the said Committee :

Bill to incorporate the Kingston and Toronto Junction Railroad Company.

Bill to consolidate such of the provisions of the several Acts relative to the Great Western Railroad Company as are now in force.

Bill to revive and continue the Act of Incorporation of the Toronto and Lake Huron Railroad Company.

Friday, 27th June, 1851.

Ordered, That the Petition of the Ontario, Simcoe and Huron Railroad Union Company be referred to the said Committee.

Tuesday, 1st July, 1851.

Ordered, That the following Petitions be referred to the said Committee :—Of Jason C. Pierce and others, of the Counties of Rouville and Chambly ;—Of E. B. Franchère and others, of the Counties of Rouville and Chambly.

Wednesday, 2nd July, 1851.

Ordered, That the following Bills be referred to the said Committee :

Bill to amend the Charter of the Woodstock and Lake Erie Railway Company.

Bill to Incorporate the Lake Superior and Pacific Railroad Company.

Bill to Incorporate the Montreal, Ottawa, and Kingston Grand Trunk Railroad Company.

Bill to amend an Act intituled, "An Act for incorporating the "Toronto and Goderich Railway Company," and to continue the same as amended under the name of "The Toronto and Guelph "Western Extension Railway Company."

Ordered, That the Petition of the Mayor, Aldermen and Councilmen of the City of Toronto be referred to the said Committee.

Thursday, 3rd July, 1851.

Ordered, That the following Petitions be referred to the said Committee:—Of J. G. Bowes, Esq., and others, of the City of Toronto;—Of William P. Howland and others, of the Townships of York and Etobicoke.

PROCEEDINGS OF THE COMMITTEE.

Wednesday, 28th May, 1851.

MEMBERS PRESENT :

Hon. Mr. BADGLEY,
Mr. CAUCHON,
Mr. DICKSON,
Mr. DUMAS,
Hon. Mr. HINCKS,
Mr. Sol. Genl. MACDONALD,
Sir ALLAN N. MACNAB,
Mr. MORRISON,
Mr. ROSS,
Mr. SHERWOOD, of Brockville,
Mr. SMITH, of Durham,
Mr. TACHÉ.

Read the Order of Reference.

SIR ALLAN NAPIER MACNAB, IN THE CHAIR.

On motion of the Hon. Mr. *Hincks*, seconded by Mr. *Ross*,

Ordered, That the Clerk be instructed to prepare a Schedule, exhibiting the names of the several Companies incorporated for the construction of Railroads in the Province ; the amount of capital ; length of the road contemplated ; time when the charter expires by non user ; and any other particulars which may be found in the several charters, bearing on the general question of Railways.

Ordered, That the Clerk do cause the Librarian to procure from Boston forthwith, a copy of a work published by Messrs.

Little & Brown, entitled "Railroad Laws and Charters of the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut."

Adjourned till Friday next, at Eleven o'clock, A. M.

Friday, 30th May, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
Mr. CAUCHON,
Mr. DUMAS,
Mr. Sol. Genl. MACDONALD,
Mr. MORRISON,
Mr. ROSS,
Mr. SHERWOOD,
Mr. SMITH,
Mr. TACHÉ.

The Committee deliberated.

Adjourned till Wednesday, the 4th of June.

Wednesday, 4th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
Mr. CAUCHON,
Mr. DICKSON,
Mr. DUMAS,
Hon. Mr. HINCKS,
Mr. Sol. Genl. MACDONALD,
Hon. Mr. MACDONALD,
Mr. ROSS,
Mr. SHERWOOD,
Mr. TACHÉ.

Mr. *Sherwood*, seconded by Mr. Ross, moved that it be,—

Resolved, That the best interests of the Province will be consulted by the construction of a Grand Trunk Line of Railway,

from Quebec to Windsor on the River Detroit, and connecting with any line to be constructed from Halifax to Quebec.

Upon which the Committee divided.

Yeas :

Messrs. Badgley,
Dickson,
Dumas,
Hincks,
Macdonald, (Sol. Gen.)
Macdonald, of Kingston,
Ross,
Sherwood,
Taché—9.

Nay :

Mr. Cauchon—1.

So it was carried in the affirmative, and Resolved accordingly.

The Hon. Mr. *Hincks*, seconded by the Hon. Mr. *Macdonald*, moved;—That it is expedient to amend the Railway Guarantee Act, so as to confine the Provincial guarantee to such Main Trunk Line, saving all existing rights.

Upon which the Committee divided, and the names being taken, they were the same as in the last division.

Adjourned till Eleven o'clock To-morrow.

Thursday, 5th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
Mr. CAUCHON,
Mr. DICKSON,
Mr. DUMAS,
Mr. Sol. Genl. MACDONALD,
Mr. ROSS,
Mr. SHERWOOD,
Mr. SMITH.

The Committee deliberated.

Adjourned till To-morrow, at half-past Eleven o'clock.

Friday, 6th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DUMAS,
 Hon. Mr. HINCKS,
 Hon. Mr. MACDONALD,
 Mr. ROSS,
 Mr. SHERWOOD,
 Mr. SMITH.

The Committee deliberated.

Adjourned till Wednesday, the 11th instant, at Eleven o'clock.

Wednesday, 11th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DICKSON,
 Mr. DUMAS,
 Hon. Mr. HINCKS,
 Mr. ROSS,
 Mr. SCOTT, of Bytown,
 Mr. SCOTT, of Two Mountains,
 Mr. SHERWOOD,
 Mr. SMITH,
 Mr. TACHÉ.

On motion of the Hon. Mr. *Hincks*, seconded by Mr. *Cauchon*,

Ordered, That the Secretary and Engineer of "The Ontario, Simcoe, and Huron Railroad Union Company," be ordered to attend the Committee on to-morrow, and to bring with him all Surveys obtained by the Company, as well as any Contracts into which they may have entered.

On motion of the Hon. Mr. *Hincks*, seconded by Mr. *Cauchon*,

Ordered, That John Cameron, Esquire, Cashier of the Commercial Bank, M. D., at Toronto, be requested to attend the

Committee to-morrow, and to produce any Contracts in his possession for the construction of the Ontario, Simcoe and Huron Railroad Union.

Adjourned till To-morrow, at Eleven o'clock, A. M.

Thursday, 12th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

HON. MR. BADGLEY,

MR. CAUCHON,

MR. DUMAS,

HON. MR. HINCKS,

MR. ROSS,

MR. SCOTT, of Bytown,

MR. SCOTT, of Two Mountains,

MR. SMITH.

George Barrow, Esquire, examined :

Ques. 1. What situation do you hold in the Ontario, Simcoe and Huron Railroad Union Company ?—I am Secretary as well as a Director ; and in obedience to the summons from the Committee, which I have received, I attend on behalf of the Ontario, Simcoe and Huron Railroad Union Company, as Secretary. I am required by the summons to produce certain papers ; to these I have not access, in consequence of their having been placed for safety in other hands, and it will require an order of the Board to obtain possession of them. Since I received the summons we have not had a quorum of Directors, from which only such order could emanate. I have therefore to request, that the Committee will extend the time mentioned in the summons, in order to enable me to obtain the necessary documents, when I shall be prepared to answer any questions the Committee may put to me.

John Cameron, Esquire, Cashier of the Commercial Bank, M. D., in this City, examined :

Ques. 2. Have you the care or custody of any agreement or writings entered into between the Ontario, Simcoe and Huron Rail-

road Union Company, and any Engineer employed to make their survey, or with any person as Contractor or Contractors for the construction of the road or any part thereof, or any other papers to the effect above stated?—I had at one time in my custody a sealed paper delivered to me by Mr. Berczy, who was, I believe, then President of the Company, and stated by him to be the agreement for a contract entered into between the Directors of the Company and the Contractors. I subsequently gave this paper to Mr. H. J. Boulton, (I think about three weeks ago) who is now President of the Company. He demanded the paper in that capacity; upon my refusing to deliver it to him without a written authority from Mr. Berczy, he produced one, and I accordingly gave him the paper. I beg further to state that I have no other papers in my possession belonging to the Company.

On motion of Mr. *Smith*,

Ordered, That the Clerk be directed to summon the Hon. H. J. Boulton to attend the Committee with all Contracts made or entered into between "The Ontario, Simcoe and Huron Railroad Union Company," and any further evidence or writings he may be able to produce, shewing the operations or proceedings of that Company, together with the Stock and other Books of the Company.

Adjourned till To-morrow, at Eleven o'clock.

Friday, 13th June, 1851.

MEMBERS PRESENT:

SIR ALLAN NAPIER MACNAB, CHAIRMAN;

Mr. DUMAS,

Hon. Mr. HINCKS,

Mr. Sol. Genl. MACDONALD,

Mr. MORRISON,

Mr. SCOTT, of Bytown,

Mr. SCOTT, of Two Mountains,

Mr. SMITH.

The Hon. *Henry John Boulton*, a Member of the House, examined:

Ques. 3. Are you President of the Board of Directors of the "Ontario, Simcoe, and Huron Railroad Union Company?"—I am—and in obedience to the order of the Committee of yesterday, I produce the Contracts and Stock Books of the Company.

Ques. 4. Has any contract been entered into for the construction of the Road—and if so, will you produce the same?—There has been a contract entered into, which I have produced. (The contract was then read by Mr. Boulton.)

Ques. 5. It appears that the Company have entered into a contract with Messrs. Story & Co. for constructing a Railroad at \$25,000 per mile; and that the said Contractors are employed in making the surveys at present, prior to the location of the line; are the Committee to understand that the contract was entered into before the completion of the surveys, and the location of the line?—The contract was entered into before the completion of the surveys contemplated under it, but the Company were in possession of an elaborate report of a survey made some years ago over the same tract of country, by Mr. Higham, which I beg now to place in the possession of the Committee. (Witness handed in a printed copy of a Report of a Survey by R. Higham, Civ. Eng., of the Toronto & Lake Huron Railroad; dated 1st Feb., 1837,—which is filed with the Records of the Committee.)

Ques. 6. Are you enabled to state why it was that the terms offered by Messrs. C. Story & Co. were accepted, before it was ascertained which of the several contemplated routes was the most advantageous, and what would be the probable cost of such route?—I have answered this in my reply to the foregoing question.

Ques. 7. Are Messrs. C. Story & Co. at liberty, under their contract, to select any line which they may choose?—No. The selection of the route is under the direction of the Company.

Ques. 8. Is the survey you refer to, a minute survey of the line from Toronto, touching at Lake Simcoe, and diverging to Lake

Huron, as required by the Charter. Was that line the one intended to be run, and are the other routes surveyed or being surveyed, for the purpose of discovering a cheaper route, as mentioned in the proposal of the Contractors?—Yes.

Ques. 9. Have you any written document to shew that the selection of the route rests with the Company?—I repeat, the selection of the route rests with the Company.

Ques. 10. Do you know how long it will require to make the survey of the road?—I understand all the routes of the survey will be completed within ten or twelve days.

Ques. 11. The contracts having been based on the Report of Mr. Higham, Civil Engineer, and that gentleman's estimate having been from \$10,372 to \$14,971 63 cents per mile,—can you explain why the Company, without fresh surveys of their own, entered into a contract at \$25,000 per mile?—The only information we possess as to the actual cost of road, equipment, purchase of land, and all incidental expenses incident to such-work—Engineering, and paying Engineers furnished by ourselves, as well as by them, were derived from Mr Higham's Report, and our opinion of the price of such roads, taken from Official Reports in the United States.

Ques. 12. State, as nearly as you can, the amount received in money by the Company, and the amount paid out by the Company?—The stock subscribed by individuals is upwards of £13,000, and we have received $2\frac{1}{2}$ per cent. upon that amount;—we have also received donations to somewhere about £100. The Manager, in and about the incidental expenses of the Company, has expended a very considerable sum, besides his time, for which the Company have given him their bonds to the amount of £11,000.

Ques. 13. What amount has the County of Simcoe subscribed—and what amount has the City of Toronto agreed to give the Company as a donation?—The County of Simcoe have subscribed £50,000, under a by-law; and the City of Toronto have given a bonus of £25,000.

Ques. 14. Has the County of Simcoe issued debentures under this by-law?—I believe they have. The debentures have been prepared, signed and executed, and, I believe, are ready to be delivered to the Company whenever they may require them, according to the terms of the contract and of their by-law.

Ques. 15. Has the payment of instalments on stock, the subscription of the County of Simcoe, and the donation of the City of Toronto, been subscribed and made, upon the faith of the Government guarantee under the Act of last Session?—Most undoubtedly; and I should consider it a great breach of faith if there were any interference in that guarantee after foreigners have been acting under it in good faith, and have expended a large sum of money in preliminary expenses, with a view to the completion of their contract.

Ques. 16. Has the City of Toronto, or the County of Simcoe, paid any assessment upon this stock; and how much?—Neither the City of Toronto, nor the County of Simcoe, have paid any thing upon their subscription; neither was it intended that they should do so until the work was actually in progress, and then in such proportions as the by-law of the County of Simcoe (herewith produced,) empowered—and the resolutions of the City of Toronto indicate. [*For By-law, see Appendix No. 1.*]

Ques. 17. Have you any objection to leave the contract or contracts of the Company with Messrs. Story & Co., and the Reports and Estimates of Mr. Higham, with the Committee, or copies of the same?

[On this Question being put, an objection was made, and the Committee divided thereon:

Shall the Question be put?

Yeas:

Messrs. Dumas,
Hincks,
Ross,
Scott (Bytown),
Scott (Two Mountains),
Smith,
Taché,—7.

Nay:

Mr. Morrison,—1

The objection being overruled, the Question was put accordingly.]

Ans. I should have no objection to leave with the Committee copies of the contract with Messrs. Story & Co., if I could be assured that they would not be published; but the Contractors have an interest in them as well as the Company, and without their consent I could not sanction their being made public.

Ques. 18 At what rate had Wood & Co. agreed to construct the road?—At the same rate.

Ques. 19. Is the contract agreed on between the Company and Contractors final, and are the Contractors to profit by any saving that it will be possible to make out of the \$25,000 per mile; and to what amount are the Contractors Shareholders in the stock; and what is the amount of the whole stock?—The contract is final, so far as its general terms go, but it is evident upon reading it, that when the work is about to be executed, proper specifications must be prepared of all the particulars, as is done in other similar cases. The Contractors will be entitled to the full amount of \$25,000 per mile, whatever may be the route adopted by the Board, after the surveys have been completed; and the Contractors have taken £600,000 of the stock in part payment, the whole amount being £500,000 or \$2,000,000 for the whole route.

Adjourned till Eleven o'clock on Monday next.

Monday, 16th June, 1851.

MEMBERS PRESENT:

SIR ALLAN NAPIER MACNAB, CHAIRMAN;

Hon. Mr. BADGLEY,

Mr. CAUCHON,

Mr. DUMAS,

Hon. Mr. MACDONALD,

Mr. MORRISON,

Mr. ROSS,

Mr. SCOTT, of Bytown,

Mr. SCOTT, of Two Mountains,

Mr. TACHÉ.

On motion of the Hon. Mr. *Badgley*, seconded by Hon. Mr. *Madden* *ad*,

Ordered, That John Young, Esquire, of the City of Montreal, Vice President of the Saint Lawrence and Atlantic Railroad Company, be ordered to attend the Committee on to-morrow, (at the hour of Eleven of the clock A. M.) for examination respecting said Railroad; and to bring with him all surveys and documents in connection with the road, which he may have in his possession.

Adjourned till to-morrow, at eleven o'clock, A. M.

Tuesday, 17th June, 1851.

MEMBERS PRESENT:

SIR ALLAN NAPIER MACNAB, CHAIRMAN;

Mr. CAUCHON,

Mr. DUMAS,

Hon. Mr. HINCKS,

Mr. Sol. Genl. MACDONALD,

Hon. Mr. MACDONALD,

Mr. MORRISON,

Mr. SCOTT, of Bytown,

Mr. SMITH,

Mr. TACHÉ.

The Clerk laid before the Committee, Schedules shewing the various Railroad Charters in Upper and Lower Canada, prepared by him agreeably to order of Committee of 28th of May. [*For Schedules see Appendix Nos. 2 & 3.*]

John Young, Esquire, called in, and examined:

Ques. 20. Are you Vice-President of the Saint Lawrence and Atlantic Railroad Company?—Yes.

Ques. 21. Has any contract been entered into by the Company for the construction of their road; and if so, will you produce the same?—There has been a contract entered into; a copy of which I beg to hand in to the Committee. (Witness handed in copy of a contract between Black, Wood & Co. and the St.

Lawrence and Atlantic Railroad Company, dated 30th November, 1849 ; which is fyled with the papers of the Committee.)

Ques. 22. Have you since made any change in the conditions of payment to the contractors; and if so, will you state the nature of such change?—Our contract with Black, Wood & Co. was for £6,550 per mile. The Railroad Company kept the power in their own hands, of the engineering department, and Black, Wood & Co., in their contract, at so much per mile, were obliged to deliver such a road, and of such grades, as the Company's Engineer might dictate. The work from St. Hyacinthe to the Province line, was divided into three sections, and was obliged to be finished at certain periods; but in consequence of the failure of Black, Wood & Co. to finish the section from St. Hyacinthe to Melbourne, in the time stipulated, that portion of the work was taken out of their hands, and is now being carried on by the Company, at the expense of the contractors. By the contract, one-fourth of the payment was in stock of the Company, at par, and by a new arrangement the Company redeemed their stock at fifty per cent. discount, which reduces the cost of the road about £1000 per mile.

Ques. 23. Will you state the amount of stock subscribed by the Company, and the amount paid in?—The actual amount of stock paid in is upwards of £230,000; the amount subscribed was nearly double that sum.

Ques. 24. Can you state the amount of stock forfeited?—There was about £100,000 forfeited, of which about £17,000 was paid in, and carried to the credit of the Company.

Ques. 25. You have stated that the amount of stock paid up is about £230,000 from private Stockholders; what other available means have the Company obtained for the construction of the road?—Independent of private subscription, the City of Montreal subscribed for £125,000 of stock. The British American Land Company loaned to the Railroad Company £25,000, and the Seminary of St. Sulpice loaned an additional £25,000; which two latter sums, amounting to £50,000, were secured as a

second charge on the road, the Provincial guarantee (when obtained) being the first charge.

Ques. 26. What is the actual amount expended on the Portland Road up to this time?—The total expenditure on the road, as taken by me from the books on the 1st June instant, was £451,359 14s. 6d.

Ques. 27. What is the amount of the present liabilities of the Company?—Beyond an indorsation for £12,500 for iron delivered by contractors, the Company have no outstanding notes, and the contractors are regularly paid the amount of their monthly estimates, copies of which are herewith submitted. We are bound to the Commercial Bank by a bond for upwards of £45,000, obtained to carry on the work beyond half the distance to the Province Line, which amount, and any further sum necessary, will be paid out of the proceeds of the first sale of the bonds of the Government, to which the Company will become entitled when their engines and cars are ready to pass over one half of the road.

Ques. 28. What portion of the road has been completed, and how much of it is in actual use?—The road is now regularly run to St. Hyacinthe, a distance of thirty miles. The cars passed last fall over a further distance of twelve miles, but owing to the settling of the road in the spring, it has not been passed over since; the road from Longueuil to St. Hyacinthe is not yet fully ballasted, but the line will be entirely completed to St. Hyacinthe by 1st October; and the road is expected to be opened to Melbourne by the 1st of August, a distance of seventy-two miles.

Ques. 29. What has the line from Longueuil to St. Hyacinthe cost per mile.—Have you a copy of the contract with you—if not, can you state the particulars of the same—if so, state them, including the weight of iron used, grade, gauge, &c.?—The road from Longueuil to St. Hyacinthe was not contracted for at a rate per mile, but only that portion from St. Hyacinthe to the Province Line. The road from Longueuil to

St. Hyacinthe was constructed for three-fourths cash and one-fourth stock; after being located, tenders were publicly advertised, and after a severe competition, Black, Wood & Co., obtained a contract for the whole line to St. Hyacinthe, except the bridges. In the books of the Company, only one account for the cost of the road (under the head of construction accounts) has been kept, and as the early cost of surveys of the whole line, and other expenses, were included in the cost of the first part of the road, I cannot say what the exact cost of the road per mile will be from Longueuil to St. Hyacinthe: the charges for land damages on this part of the line far exceed those on any other part; and in addition to this, a large wharf had to be constructed at Longueuil; but including a large station house there, and engine shops, water stations, &c., the whole cost of the line from Longueuil to St. Hyacinthe, is as near as possible, £215,000; this includes the bridge over the River Richelieu, which is upwards of nine hundred feet long, and cost about £24,000. The weight of iron is sixty-four pounds to the yard, and the gauge is five feet six inches, which is the gauge to the Province line, and from the Province line to Portland: a road of that gauge is now being rapidly extended to Bangor; there is no part of the road of which the grade, when finished, will exceed forty-five feet to the mile.

Ques. 30. What is your opinion as to the present contract price for building the road—is it considered a low rate?—I consider this road a cheap one, under the contract.

(Witness handed in copy of a Report of the Hon. H. H. Killaly, Civil Engineer, respecting the St. Lawrence and Atlantic Railroad. [*For Report see Appendix No. 4.*])

The Committee then adjourned, to meet at the office of the Great Western Railroad Company, in the City of Hamilton, on Thursday, the 19th instant, at One o'clock, P. M.

OFFICE OF GREAT WESTERN RAILROAD CO.

DIRECTORS' ROOM,

HAMILTON, *Thursday, 19th June, 1851.*

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Mr. CAUCHON,

Mr. DICKSON,

Mr. DUMAS,

Hon. Mr. HINCKS,

Mr. Sol. Genl. MACDONALD,

Mr. ROSS,

Mr. SCOTT, of Bytown,

Mr. SCOTT, of Two Mountains,

Mr. SMITH,

Mr. TACHÉ.

Robert W. Harris, Esquire, called in, and examined :*Ques. 31.* Are you President of the Great Western Railroad Company?—I am.*Ques. 32.* What is the amount of the Capital Stock of the Company, and how much of the same has been subscribed?—The Capital Stock of the Company is £1,500,000, divided into 60,000 shares, of £25 currency each ; 9,723 shares have been subscribed for, which amounts to £243,075, viz :

Private Stock, - - - 2,723 Shares.

Municipal “ - - - 7,000 “

And the Municipality of Middlesex have agreed to take 1000 shares.

Ques. 33. What amount of stock have the contractors agreed to take?—In some cases they have agreed to take 25 per cent., and in others $33\frac{1}{3}$.*Ques. 34.* What amount of stock have you reserved for the contractors?—Eight thousand shares.*Ques. 35.* What amount of stock has been reserved for the

English market?—Ten thousand shares have been placed with the agency in London.

Ques. 36. What amount of stock has been reserved for the American market?—By agreement, ten thousand shares have been taken by Messrs. Forbes of Boston, and Corning of Albany, for the American market.

Ques. 37. Has any contract been entered into by the Company for the construction of their road, and if so, will you produce the same?—Contracts have been entered into, which I now exhibit.

Ques. 38. What portion of the line is under construction?—The whole line is under contract, and that part of the road from Hamilton to London is now being constructed.

Ques. 39. What amount of stock has been paid in, distinguishing the Municipal from private subscriptions?—On 7,000 shares taken by Municipalities, £43,725 has been paid in in bonds. On 2,723 private shares, there has been paid in £22,852 11s. 8d. There has also been paid £12,157 19s. 8d. upon shares which are now forfeited, and placed to the credit of the Company. I beg leave to hand in a Report of the Company, (*See Appendix No. 5.*) The Company have disposed of £25,200 of these bonds, which have netted in cash £21,653 10s. The balance on hand on the 2nd January was about £5,000 in cash, and the remainder in bonds. The arrangement made by the Company with the Banks, was a deposit of bonds to an amount beyond the cash placed to the credit of the Company on account of the bonds. I have reason to believe that the stock will all be taken up in England and the United States: we have the assurance of practical men to that effect. The Engineer was Mr. Stewart, formerly Chief Engineer of the State of New York, and now Chief Engineer of the United States Navy and Dock Yard,—assisted by Mr. Benedict.

Ques. 40. Do you think the contractors will take 8,000 shares of the stock?—I do. We tried to induce the contractors of one division to allow us to pay money or stock, at our option, which they refused to do.

R. G. Benedict, Esquire, Chief Engineer of the Great Western Railroad, called in and examined :

Ques. 41. What is the average price per mile of the road—completed, including every thing?—Nearly \$22,000, or £5,400 per mile. The superstructure of the bridge over the Grand River cost \$13,500, the masonry \$21,500,—making the whole cost \$35,000. The grade line of the bridge is 50 feet above the surface of the water.

The Committee then adjourned, to meet again at the Committee Room, Legislative Assembly, Toronto, on Monday, the 23d inst., at Eleven o'clock, A. M.

COMMITTEE ROOM, LEGISLATIVE ASSEMBLY,

Monday, 23rd June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Mr. CAUCHON,

Mr. DICKSON,

Mr. Sol. Genl. MACDONALD.

Hon. Mr. MACDONALD,

Mr. SCOTT, of Two Mountains.

Adjourned, for want of a quorum, until to-morrow, at Eleven o'clock.

Tuesday, 24th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,

Mr. DICKSON,

Mr. DUMAS,

Mr. Sol. Genl. MACDONALD,

Hon. Mr. MACDONALD,

Mr. SCOTT, of Two Mountains,

Mr. SMITH.

John Young, Esquire, Vice President of the St. Lawrence and Atlantic Railroad Company, again called in, and examined :

Ques. 42. What is the estimated difference of expense in construction between the wide, the medium, and the narrow gauge?—Before commencing the Portland road, the question of cost between the narrow and broad gauge engaged the attention of the Directors, and they found that neither in the roadway, engines, or cars, did the cost of a road of five feet six inches, exceed that of four feet eight and a half inches.

Ques. 43. Would you state to the Committee your opinion on the subject of a main Trunk Line of Railway through the Province; the proper gauge to be adopted; the probable cost of the same; what portion of the line should be first commenced; and any other observation that may occur to you?—The geographical position of Canada renders a main Trunk Line of Railway from the Western to the Eastern portion of the Province, absolutely necessary. The trade of Canada with the United States, especially of the Eastern Canadian Ocean Ports with the West, is rapidly increasing; and travelling between these points is at present through the territory of the United States, when shorter and better grades for roads can be found in Canada. The distance from Detroit to Boston, *viâ* Montreal is shorter than by any road yet built through the United States, while the grades are superior to any possible parallel line in that country. While, therefore, a grand Trunk Line through Canada will secure a large portion of the travel between the Eastern and Western portions of the United States, a rapid and easy means of communication will be secured to the people of Canada, from one point to another, and by the extension of the line through New Brunswick and Nova Scotia, mails or passengers from England can be placed in Toronto from Halifax, in less time than in New York. To secure the greatest advantages from the construction of this main Trunk Line, I am very strongly of opinion that there should be an uniform gauge, and that gauge should be 5 feet 6 inches. On the advantages of this gauge, I would refer the Committee to a Joint Report of the St. Lawrence and Atlantic Railroad Company (of Canada), and the Atlantic and St. Lawrence Railroad Company (of the United States), to the Governor General, in 1848, before any road-way was finished. The views expressed

in the Report were sustained, and the gauge of 5 feet 6 inches established. The length of the road from the St. Lawrence to the Atlantic, will be about 250 miles, and with branches towards Bangor, the whole length of road from the St. Lawrence now in process of construction is about 430, of which 197 miles will be fit for running on the 1st of August next. It is evident therefore that this gauge, established by the consent of the Canadian Government, will necessitate the use of the same for the roads which will soon be extended from Maine towards New Brunswick and Nova Scotia on the Atlantic frontier. And it is also the gauge recommended by Major Robinson, for the Quebec and Halifax Railway. The most valuable portion of the Canada Trunk Line is that from Sandwich to Hamilton, as this portion will be the common line from the Eastward through Canada, as well as from the State of New York, *viâ* Queenston. A large portion of the stock of this road will be held by American citizens, who are eligible by law to be Directors of the road, and it is not improbable that American interest may desire to controul this link, which shortens the distance from New York to Detroit 126 miles. To accomplish this more effectually, an effort will probably be made to have the gauge the same as that on the road from Albany, say 4 feet 8½ inches, the effect of which would be to make the road from Albany to Sandwich the main line, and the line towards Toronto, Kingston, Montreal and Quebec merely a branch, subjecting those who were desirous of going through Canada to a shifting of cars, luggage &c., while no such change would be necessary on the main line. Believing that the route through Canada will be found the best for travellers to the East, if there is an uniform gauge from Sandwich, and that a break in the gauge at Hamilton would be advantageous to American, and disadvantageous to Canadian interest, and believing also that engines, cars, &c., can be constructed on a gauge of 5 feet 6 inches, to insure a greater economy in transport of freight and passengers, than a gauge of 4 feet 8½ inches, I am altogether in favour of a uniform gauge, from one end of the Province to the other, of 5 feet 6 inches. The cost of land will vary according to its situation, but from my experience in Railroads, I see no reason why the whole road should cost more than £6,000 cash

per mile, including lands, equipment, station houses, &c. The present plan of finishing one half of a line of road before obtaining the Government Guarantee, is objectionable, and increases its expense, and a plan might be adopted of commencing the road at various points, with equal security to the Government.

Ques. 44. If the main Trunk Line strikes Toronto, would it in your opinion be the most advantageous route to proceed from thence direct to Hamilton, or to proceed to a point intersecting the Great Western Railroad by a straight line, or as nearly straight as possible?—I have seen the profile of the Great Western Road from Hamilton to Sandwich, and find the grades exceedingly easy, except the first 10 miles, which shews a steady grade of 45 feet to the mile. In going from Toronto to the West it will evidently be the object of the engineer to avoid as much of this ascent as possible, but no good opinion on the matter can be given until the levels are taken from Toronto, when it will be seen where is the best point of intersection with the Great Western line.

Ques. 45. What is your opinion as to the best mode of proceeding with reference to the Trunk Line through the Province. Would you recommend the whole line to be under one, or under separate charters; and how many would you consider advisable, if more than one?—I do not think that there should be more than three Corporations between Montreal and Sandwich. It would have been better that there should only have been two, but to have had only two would have created local jealousies, which should be avoided. If, however, the largest portion of the funds are obtained from Government securities, I think the Province should have complete controul over the management of the whole line, and I further believe that the assumption by the Province of the management of the whole line, would ensure greater economy in operating the road, and afford equal public convenience.

Adjourned till to-morrow, at Eleven o'clock, A. M.

Wednesday, 25th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Mr. CAUCHON,
Mr. DICKSON,
Mr. DUMAS,
Mr. MORRISON,
Mr. ROSS,
Mr. SCOTT, of Two Mountains,
Mr. SHERWOOD,
-Mr. TACHÉ.

The Committee deliberated.

Adjourned until to-morrow, at Eleven o'clock. A. M.

Thursday, 26th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
Mr. CAUCHON,
Mr. DICKSON,
Mr. DUMAS,
Mr. SCOTT, of Bytown,
Mr. SCOTT, of Two Mountains,
Mr. SHERWOOD,
Mr. SMITH.

Mr. *Scott* (Bytown) moved that Messieurs Forbes, Corning, Stewart, R. W. Harris and R. G. Benedict be summoned to appear before the Committee on Monday, the 7th of July next.

On which the Committee divided,—

Yeas :

Nays :

Messrs. Dickson,
Scott (Bytown),
Sherwood,
Smith—4.

Messrs. Cauchon,
Dumas,
Scott (Two Mountains)—3.

And it was ordered accordingly.
Adjourned to the call of the Chair.

Friday, 27th June, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

HON. MR. BADGLEY.

MR. DICKSON,

MR. DUMAS,

MR. MORRISON,

MR. SCOTT, of Bytown,

MR. SCOTT, of Two Mountains,

MR. SHERWOOD,

MR. SMITH,

MR. TACHÉ.

R. W. Harris, Esq., President of the Great Western Railroad Company, appeared, and handed in the following letter from Messrs. Corning and Forbes, in relation to the summons of the Committee :

HAMILTON, 26th June, 1851.

R. W. HARRIS, Esq.,

DEAR SIR,—Will you present our compliments to Sir Allan N. MacNab, and our regrets at being unable to visit Toronto at this time.

We understand from you that a Committee of Parliament are examining witnesses upon the respective advantages of the broad and narrow gauges, and you ask our opinion upon the subject.

We neither of us have any claims to a knowledge of engineering, but as business men we must confidently say that we should consider it a most unfortunate thing to have the broad gauge forced upon your Great Western Railroad.

We believe that your railroad is destined to be the great thoroughfare for passengers and for valuable merchandise between the northern parts of the United States on the Atlantic, and the valley of the Mississippi ; and we fully expect to see loaded cars, under the Custom House seal, passing through Canada on their way to the West ; but other routes are daily coming into use whose advantages compare *now* so favourably with yours (I may say *ours*) that you cannot afford to throw away any of your vantage ground.

You have straight lines and low grades against their shorter distances, but to command a preference you absolutely require the same gauge with the roads east and west of you on this great line, and this has already been decided by all their roads as far as Cairo, at the mouth of the Ohio, to our certain knowledge, and we believe it has also been fixed at the same gauge by the Company now building the road from Cairo to Mobile.

You know better than we can, how far it would embarrass your contracts to be obliged to change front at this late day, but of course the increased expenditure would be considerable, while the advantages are at best doubtful.

It is notorious that the best engineers in Europe are decided upon this question, while in this country, where the roads and their machinery cannot be made so solid and permanent as in England, the weight of opinion among engineers is altogether in favour of the narrow gauge.

There are some other reasons which apply exclusively to your case :

It is certain that the New York Railroad Companies, who are authorised by law to subscribe to your stock, and who at best will require much urging on our part to induce them to do so, will positively refuse their aid if you cut them off from the western connections they are seeking, by adopting a different gauge, and without their help it would be a mere waste of time for us to attempt to get any efficient co-operation from the States.

With an enterprise of such intrinsic merit as yours, we should hope this would only cause a temporary delay ; but who can say how long the present railroad mania may last, or how soon a reaction may occur which will prevent all unfinished enterprises being completed ?

We may be too sanguine in the hopes which we now entertain of securing the comparatively trifling help which you need to secure the immediate completion of your magnificent work. But if the calamity which is now threatening you cannot be

averted, we should despair of seeing any thing done on our side at present.

Wishing you all success,

We are, very truly,

Your friends and servants,

J. M. FORBES,

ERASTUS CORNING.

Ordered, That the Chairman do move in the House, that a message be sent to the Honourable the Legislative Council to ask leave for the Hon. James Ferrier, (one of their members) to attend before the Committee on Monday next.

Adjourned until Eleven o'clock, A. M., on Monday next.

Monday, 30th Jun^y, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,

Mr. CAUCHON

Mr. DUMAS,

Hon. Mr. HINCKS,

Mr. Sol. Genl. MACDONALD,

Mr. ROSS,

Mr. SHERWOOD,

Mr. TACHÉ.

T. C. Keefer, Esq., Civil Engineer, called in, and examined :

Ques. 46. What is your opinion as an Engineer, of the best gauge to be adopted in Canada for a Trunk Line ; and will you be good enough to state your reasons for the opinion you entertain?—I consider the most useful and profitable business of our railways will be in the transport of articles destined for a market in Eastern New York, and in New England. The gauge of 56½ inches would be the best for Canada.

Adjourned until to-morrow, at Eleven o'clock, A. M.

(The following letter was subsequently received from Mr. Keefer, in continuation of his evidence of this day.)

MONTREAL, *July 10, 1851.*

SIR—In my reply to the question of the Standing Committee on Railroads, &c., with respect to “the best gauge to be adopted in Canada for the Trunk Line,” I gave the preference to one of 56½ inches, as identical with the gauge of contiguous Railways in New York and New England. This preference was expressed wholly irrespective of the relative merits of conflicting gauges,—because it has been established beyond cavil, that the advantages claimed by one gauge over another, even when admitted to their fullest extent, do not and cannot compensate for the evils of a “break of gauge.” Those who differ with me as to the proper Canadian gauge, will probably differ as to the extent of this break of gauge. This is a commercial question, and it appears to me that the Committee would obtain valuable information by consulting commercial men as to the probable future course of trade upon our Railways; as this is the real point upon which the Canada gauge question should be decided. In expressing my conviction that the bulk of our Railway business will be in connection with the narrow gauges in New York and New England, I wish it to be understood that I did not view the gauge as an Engineering, but as a Commercial question.

The second question proposed by the Committee, as to the relative economy of the “broad” and “narrow” gauge, and requesting my reasons for any preference of the one over the other, is strictly an engineering one, covering the whole ground of the dispute,—and must be answered at length. In doing so, I think it best to give the Committee a concise account of the origin of the gauge question—the opinions of the most eminent authorities thereon—with such reflections as have presented themselves to me arising out of the difference of the Railway system in this country and in England, where the dispute began.

In England—the cradle of the Railway system—the early formed roads had a gauge from 3 feet 6 inches to four feet. This was increased at the collieries to 4 feet 6 inches, and in the course of time was enlarged to 4 feet 8½ inches. This was the gauge when in 1829 the locomotive was invented; and it must be ad-

mitted that since that time the locomotive has been made for the gauge, and not the gauge for the locomotive.

Mr. Brunel, in commencing the Great Western Railway, (England,) adopted a gauge of seven feet, for the following reasons:—

1st. By increasing the width of the gauge, a more powerful engine could be constructed, and driving wheels of larger diameter could be used—and by these means greater speed could be attained.

In reply to this, the celebrated Robert Stephenson maintained that the power of the locomotive could be increased by *lengthening* instead of *widening* it, and that this course would increase the steadiness of the machine. He says, “the 4 feet 8½ inch gauge gives ample space to get the utmost power necessary for working ordinary trains. There is now as great weight put upon 6 wheels as ought to be put upon six wheels;—and that will hereafter be the limit of the power, and not the width of the gauge. No difficulty in making a narrow gauge engine take 40 tons at 60 miles the hour, or more. Engines may be built upon the wide gauge heavier and more powerful, but then you must make a road to support them. Neither commercially nor mechanically has the broad gauge any advantage over the narrow, but rather the contrary.”

The second reason advanced by Mr. Brunel for an increase of gauge, was, “the mechanical advantage of increasing the diameter of the wheels, without raising the bodies of the carriages.”

To this it was objected, that of the total resistance, 22 per cent. only was due to friction, and 78 to atmospheric resistance; and that while the friction might be reduced by larger wheels, the atmospheric resistance would be increased. Mr. Brunel on this point, says: “I am not at present prepared to recommend any particular size of wheels, or even any increase of the present dimensions;—my great object is to render every part capable of improvement.”

The next advantage claimed for the broad gauge was, facilities for using more powerful engines,—which has been answered by the performance of narrow gauge engines both in England and America. A narrow gauge engine on the Reading road has drawn 1268 tons 84 miles in 8 hours and 3 minutes. But it is

more practically answered by the fact that the whole power of any engine is but rarely called into requisition, as public convenience would not permit them to wait for a full load; and furthermore, experience has shown that other causes than the power of the engine limit the weight of the train upon ordinary occasions, and therefore it would be imprudent to provide wholly for the extraordinary ones.

The last advantage claimed for the broad gauge is, "increased stability to the carriages, and increased steadiness of motion."

This is a point which depends upon the condition of the road, and experience can only decide whether sufficient steadiness of motion can be obtained upon a good narrow gauge road at high velocities. The English experiments do not apply to this country, as our carriages are much longer, wider and higher, and proportionally steadier. Considering the inferior character of American roads as compared with English, I think the high speed maintained on the former is due chiefly to the long carriages. English carriages could not be run upon most American roads at express speed of 36 miles an hour.

The steadiness of a carriage depends upon "the length of the rectangle formed by the wheels," and I think the long carriages used on the American narrow gauge roads are steadier than the short broad gauge English carriages, when both are run upon roads of equal condition.

In reply to the advantages claimed for the broad gauge, certain objections were urged against it.

1st. Greater cost of the road, engines, and carriages.

The question of cost of road assumed a different shape in England from what it would in America, because of the greater value of land in the former country;—the adoption of parapet walls to bridges and viaducts, and the comparative frequency of tunnels.

In America the difference in cost would depend chiefly on the profile of the ground. When embankments and cuttings are considerable, the increase of gauge involves increase of cost,—in these items, and in the ballast. The additional cost of land and sleepers would be trivial, and our system of bridging would cause but little difference between the 4 feet 8 inch and 5

feet 6 inch gauges. In carriages, engines, tenders, workshops and stations, there would be an increase of first cost—everything being on a larger scale.

2nd. Greater friction on curves. The amount of friction on curves must be in direct proportion to the gauge. The sharper the curves, the narrower the gauge should be; and thus in the coal mines we find that the sharp curves of 10 or 12 feet radius in the drifts are worked on a gauge of 18 or 20 inches.

Lastly, it is urged against the broad gauge that it has a greater weight in the wheels—presents greater frontage to the resistance of the atmosphere—and, from the increased length, there is more risk of breaking the axles—none of which objections appear to have any great force.

A Royal Commission appointed in 1845, after hearing the evidence upon both sides, and investigating the question with great minuteness, sums up as follows:

“1st. That as regards the safety, accommodation and convenience of the passengers, no decided preference is due to either gauge:—but that on the broad gauge the motion is generally more easy at high velocities, (the comparison here was between the gauge of 4 feet, $8\frac{1}{2}$ inches, and 7 feet.)

“2nd. That in respect of speed, we consider the advantages are with the broad gauge; but we think the public safety would be endangered in employing the greater capabilities of the broad gauge much beyond their present use—except in roads more consolidated, and more substantially and perfectly formed than those of the existing lines.

“3rd. That in the commercial case of the transport of goods, we believe the narrow gauge to possess the greater convenience, and to be the more suited to the general traffic of the country.

“4th. That the broad gauge involves the greater outlay—and that we have not been able to discover, either in the maintenance of way—in the cost of locomotive power—or in the other annual expenses, any adequate reduction to compensate for the additional first cost.

“Therefore, esteeming the importance of the highest speed or express trains for the accommodation of a comparatively small number of persons,—however desirable that may be to them—

“is of far less moment than affording increased convenience to the general commercial traffic of the country—we are inclined to consider the narrow gauge as that which should be preferred for general convenience.”

It should be remarked that at the time this Report was made, there were 1901 miles of narrow gauge roads constructed, and only 274 miles of broad gauge.

The Commissioners further say:—

“We are peculiarly struck by the circumstance that almost all the Continental Railways have been formed upon the 4 feet 8½ inch gauge—the greater number having been undertaken after a long experience of both the broad and narrow gauges in this country;—nor must the fact be lost sight of, that some of these railways have been constructed as well as planned by English Engineers; and among that number we find Mr. Brunel himself, the original projector of the broad gauge. Mr. Brunel was also the Engineer of the Merthyr Tydvil and Cardiff Line, which is on the 4 feet 8½ inch gauge; and we think that the motives which led to his adoption of the narrow gauge in that instance would equally apply to many English lines”...“were it not for the great evils” of “a break of gauge—varying gradients—curves—and traffic might justify some difference in the breadth of gauge. This appears to be the view which Mr. Brunel originally took of the subject;—for the Great Western Proper is a line of unusual good gradients—on which a large passenger traffic was anticipated—and as it touched but slightly on any mineral district, it embraced all the conveniences and advantages of the broad gauge system, and was completely free from the influence of those defects on which we have commented:—but such a breadth of gauge, however suitable and applicable it may have originally been considered to its particular district,—appears wholly inapplicable—or at least very ill suited to the requirements of many of our northern and midland lines.”

This, it should still be remembered, was an opinion between the respective gauges of 4 ft. 8½ inches and 7 feet. The Commissioners say,—“We are desirous, however, of guarding ourselves from being supposed to express an opinion that the dimensions of

“four feet $8\frac{1}{2}$ inches is, in all respects, the most suited for the general objects of the country. Some of the Engineers who have been examined by us, have given it as their opinion that five feet would be the best dimension for a railway gauge; others have suggested 5 ft. 3 inches, 5 ft. 6 inches, and even 6 feet; but none have recommended so great a breadth as 7 feet, except those interested in the broad gauge lines. Again, some Engineers of eminence contend that a gauge of 4 ft. $8\frac{1}{2}$ inches gives ample space for the machinery of the engine and all the railway requirements,—and would recommend no change to be made in the gauge.”

On the carriage of goods, the “Report of the Gauge Commissioners” says—“Messrs. Horne and Chaplin and Mr. Hayward, who are largely interested, and have had great experience in the carrying trade, have expressed a strong opinion that the smaller waggon is far the more convenient and economical; the same opinion is still more strongly expressed by those witnesses who have had experience of our mineral districts. These persons state that the smaller waggon can be more easily handled, and can be taken along sharper curves than would be suited to a broader waggon; that such sharp curves are very common in mineral works and districts; and that the broken nature of the ground would render curves of greater radius inconvenient and expensive.”

The gauge in New York and New England, and the Western States North of the Ohio, is 4 feet $8\frac{1}{2}$ inches; in some parts of the Middle States it is 4 ft. 10 inches; and in the Southern states it is generally 5 feet. In Maine there are the gauges of 4 ft. $8\frac{1}{2}$ and 5 ft. 6 inches upon parallel and competing roads. The New York and Erie road is 6 feet,—the widest gauge in America. The Emperor of Russia’s great road (420 miles in length from St. Petersburg to Moscow) was planned by an American engineer, and has a gauge of five feet. This engineer died lately, and was succeeded by Major Browne, the chief engineer of the New York and Erie road. In a letter to me, written a few days before his departure for Russia, this gentleman expresses the following opinion:

“If a gauge were to be established, *de novo*, for the whole country, I would put it at about 5 feet, to 5 feet 3 inches.”

In a work which has been recently published in England by a practical engine builder, in speaking of the gauge as settled, he expresses the opinion that "the integral number of five feet" would be the best gauge.

Having presented the Committee with the action and opinions of the best authorities on the Gauge Question, I will venture to say that in my judgment the construction of Locomotives has not yet reached that degree of perfection which enables us to decide what is, absolutely, the best gauge. One thing appears to have been elicited, viz., that a different gauge is required to give the utmost effect to passenger and freight trains; and could these be separated, no doubt this policy would be adopted. If the object be to attain the greatest possible speed, without reference to cost of power, road-bed, or maintenance of way, it seems that a wider gauge than 4 ft. 8½ inches must admit of a more powerful boiler, a higher centre of gravity, and driving wheels of a larger diameter, which last will be the measure of the speed. Narrow gauge engines can run a mile in a minute on a level road,—perhaps more; and in this country we are not yet able to pay for faster riding, or to build the substantial road required for such a pace.

High speed is costly in every sense; the road must be more expensive in the first place; the repairs of both track and rolling stock will be more expensive; and not only does the resistance increase rapidly with the speed, but the steam is rammed into the cylinders so hurriedly that much power is absolutely wasted. This latter evil is diminished by increasing the gauge—(as the larger driving wheel gives a longer stroke to the piston)—but then the weight on wheels and rail is increased, and it has not yet been established how far the former may be enlarged. Mr. Brunel quickly abandoned 10 ft. driving wheels, and came down to 6½ and 7 feet, which are equalled on many narrow gauge roads. The larger the wheels, the more apt are they to "spring," and the heavier must their peripheries be, presenting greater dead weight and centrifugal force.

On the other hand, for goods traffic it is probable that a gauge less than 4 ft. 8½ inches might be most economical; at all events it is wide enough; and, as there is a probability that the capacities of this gauge for passenger traffic will be annually improved,

a few years more may bring the conviction that for all purposes the narrow gauge is sufficient. It is evident that so soon as power, speed, safety, and accommodation are secured, the argument will then naturally be in favour of a narrow gauge, as more convenient and economical than a broad one.

The reason given for the adoption of the narrow gauge in the United States was, that the locomotives and carriages for the first American roads must be had in England, and it would be safer and more economical to adhere to the old patterns. Perhaps a similar reason led to the general adoption of the narrow gauge upon the continent of Europe. Now the great preponderance of the narrow gauge in both Europe and America, the numerous heavy establishments connected therewith, and the numerical superiority possessed by it, in engineers and machinists lead to the belief that greater improvements may be anticipated in connection with this gauge than with any other—which improvements will be available more speedily and economically to the narrow gauge roads.

Lastly, looking to the elevated and hilly character of Northern Canada, and the probability of many branches extending from the Trunk Line, it would seem that the same reasons which induced the Gauge Commissioners to prefer the narrow gauge for merchandise and mineral traffic, would apply with equal force to the roads north of the St. Lawrence.

Popular opinion leans to a broad gauge, because all extended notions meet with favour in a growing country, and for the *same reason* that it favours wide Canals; but the comparison *does not hold good*, because the same load will be taken, and it is merely a question between long narrow trains, or shorter and wider ones. To those who prefer reasoning from analogy to investigation, instances may suggest themselves of "too much of a good thing;" streets have been laid out too wide, and roads too broad for a light traffic and efficient drainage. In England, experience seems annually pointing to a lower figure for the minimum gauge, which stands at present at about five feet; while Stephenson has from the outset maintained the entire sufficiency of the narrow gauge. When the prejudice against the American

long car is removed, the capabilities of that gauge will be more highly esteemed in England.

Whatever may be the evils of a break of gauge to those districts unfortunate enough to possess it, there is no doubt that the Railway system owes much to the rivalry of the gauges. Mr. Brunel has been the means of bringing out better engines and carriages, higher speed, and better roads, than existed before this rivalry commenced.

Although I incline to the opinion that time will vindicate the sufficiency of the narrow gauge for such roads, and such a mixed traffic as we must provide for, yet if Canada were upon an island, and we were called upon to select a gauge, with our present experience, I would, to make assurance doubly sure, choose one of five feet; but neither the advantages nor disadvantages pertaining to this difference nor to a much greater one, can weigh in my opinion with the question of connections; for were the prevailing gauges of New York and New England five feet six inches, or six feet, I would unhesitatingly adopt a similar gauge for Canada.

I have the honour to be, Sir,

Your obedient servant,

THOS. C. KEEFER.

THADDEUS PATRICK, Esquire,

Clk. Standing Com. R. R., &c.

House of Assembly,

Toronto.

Tuesday, 1st July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN.

Mr. CAUCHON,
Mr. DICKSON,
Mr. DUMAS,
Mr. MORRISON,
Mr. ROSS,
Mr. SCOTT, of Two Mountains,
Mr. SMITH,
Mr. TACHÉ.

Charles Seymour, Esq., State Engineer to the State of New York, called in and examined :

Ques. 46. Are you employed by the Ontario, Simcoe and Huron Railroad Union Company as their Chief Engineer?—I am.

Ques. 47. What is your opinion, as an engineer, in regard to the broad or narrow gauge, and will you be so kind as to give the reason of your opinion in point of speed, safety and capacity of freight and expense, in construction and running?—I am in favour of the broad gauge, and one of six feet rather than a narrower one ; but for Canada, I would recommend the Company with which I am connected, to adopt the five feet six inch gauge. You can attain greater speed with the broad gauge, in consequence of the engines having greater power ; and, at the same speed, have greater safety than with a narrow gauge, and greater capacity for carrying freight, simply because you have engines of greater power. The cost of construction may be from two to three per cent. more than the gauge of four feet eight and a half inches, but the cost of running on the wide gauge would be less than on the narrow. The cars and engines need not cost more on the broad, and on account of there being less oscillation, the wear and tear is less.

Ques. 48. Are you paid by the Company, or by the Contractors?—I am paid by the Contractors.

Ques. 49. Will you lay your Surveys and Report before the Committee?—I have not yet finished them, but shall have done so in the course of a fortnight, at which time they shall be laid before the Committee.

Two more questions were submitted to Mr. Seymour, to be answered at his leisure.

Adjourned until Thursday, at Eleven o'clock, A. M.

Thursday, 3rd July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN.

Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DICKSON,
 Mr. DUMAS,
 Hon. Mr. HINCKS,
 Mr. Sol. Gen. MACDONALD,
 Mr. MORRISON,
 Mr. ROSS,
 Mr. SHERWOOD,
 Mr. SCOTT, of Two Mountains,
 Mr. TACHÉ.

Resolved, That it is expedient, in the opinion of this Committee, that all the provisions of the Act intituled, "An Act to amend and extend the provisions of an Act passed in the twelfth year of Her Majesty's Reign, intituled 'An Act to authorize the formation of Joint Stock Companies, for the construction of roads, and other works, in Upper Canada,'" which relates to Railroads, be repealed, and that the Chairman do present a Report to the House to that effect, recommending the introduction of a Bill to repeal the above mentioned provisions.

The question being put upon this Resolution, it was carried in the affirmative, *nem. con.*

PRESENT.—Messieurs *Dickson, Hincks, Sol. Gen. Macdonald, Morrison, Ross, Scott* (Two Mountains), *Sherwood, Smith, and Taché.*

Adjourned until to-morrow, at Eleven o'clock, A. M.

Friday, 4th July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN.

Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DICKSON,
 Hon. Mr. HINCKS,
 Mr. Sol. Gen. MACDONALD,
 Hon. Mr. MACDONALD,
 Mr. MORRISON,
 Mr. ROSS,
 Mr. SCOTT, of Two Mountains,
 Mr. SHERWOOD,
 Mr. SMITH,
 Mr. TACHÉ.

The Hon. *James Ferrier* called in, and examined :

Ques. 51. Will you state to the Committee your opinion on the subject of a Main Trunk line of Railway through the Province ; the proper gauge to be adopted ; the probable cost of the same ; what portions of the line should be first commenced ; and any other observations that may occur to you ?—I am of opinion that there ought to be a Main Trunk line of Railroad through the Province ; that the construction and working of this line ought to be undertaken by the Government, could the same offer be had from the British Government as is proposed for the construction of the Halifax line, to build the whole line through to Windsor. The money obtained in England would save the now too limited capital of this country ; while the road would give such an impetus to trade as we cannot now form any conception of. The

Great Western, Lachine, and Portland Companies, would no doubt surrender their rights, the Government paying the money they have expended. My opinion is, that the gauge ought to be four feet eight and a half inches; all experience proves the heavy loss, delay, and inconvenience of changing freight and passengers on cars on a railroad, which must take place if the gauge is not uniform. With a uniform gauge, cars from the Michigan Central Railroad could cross at Detroit, (on a properly constructed ferry boat,) pass down the Main Trunk line, and distribute to collateral lines leading off to the principal cities on the Atlantic sea-board; thus cars loaded at Chicago, crossing at Detroit, and other points on the St. Lawrence, (as they do now on the Susquehanna,) could deliver passengers and freight at Hamilton, Toronto, Kingston, Montreal, Quebec, and Halifax, and the low freight out by the St. Lawrence, would give an increased trade from Quebec, Montreal, and our other towns, to the Western States. The change required to complete this entire line would be the changing of that portion of the Montreal and Portland Road now running to the 4 ft. 8½ inch gauge; this would be more than compensated by the great economy in working the 4 ft. 8½ inch gauge, compared with the wide gauge, and would also give a uniform line leading to Boston and New York. No one will dispute the advantage of a direct connexion with the roads leading to these great Cities, when compared with a small place like Portland. Montreal, and the whole country West, are deprived of the advantage which they ought to have had by a uniform line to Boston and New York, and the sooner that the great error committed by the Montreal and Portland Railroad Company (in adopting the wide gauge) is corrected, the better for the trade of the country, as well as for the interests of that Company. I can give no positive opinion as to what the probable cost of a Trunk Line through the Province would be, never having seen a survey; but, from the general character of the country, and the present price of iron, the road could be constructed at present at a very reasonable rate.

Ques. 52. If the main Trunk Line strikes Toronto, which, in your opinion, would be the most advantageous route, from thence

direct to Hamilton, or to a point intersecting the Great Western Railroad by a straight line, or as near straight as possible?—My opinion is that the Main Trunk Line should touch at all the principal cities, and that it should lay open the country as far back as possible from the Lakes and St. Lawrence, avoiding any expensive engineering difficulty.

Ques. 53. What is your opinion as to the best mode of proceeding with reference to the Trunk Line through the Province. Would you recommend the whole line to be under one, or separate Contractors, and how many would you consider advisable if more than one?—My opinion, as already expressed, is, that the Main Trunk Line should be constructed by our own Government; but should it be undertaken by separate Companies, I think it would be well for them to unite, and offer the building of the road to such men as *Brewster?* They have a most extensive organization for the construction of Railroads; they built a number of the leading lines in England, the Scottish Central, and a number of Roads on the Continent of Europe; they could bring over the whole of their plant, with their officers and men, fully understanding their work; this plan would secure more rapid and certain completion of the work, than could be accomplished by letting it out in small sections; the work would be more substantially done, as every railroad is in England, and such men taking the contract would give confidence in England, either for the Government or separate Companies to raise at least a portion of the money that would be required.

Benjamin Brewster, Esquire, of Montreal, called in and examined:

Answer to Ques. 51. I do not believe that a Railroad from Halifax to Sandwich could possibly pay the current working expenses; I have no doubt, however, that on certain portions of such a line, the receipts would be remunerative, and others perhaps would afford a fair profit. I think the receipts on the line between Montreal and Toronto would probably cover expenses, but this is questionable. From Hamilton to Sandwich the line would probably be a good investment, because in addition to the Provincial trade, a large foreign trade may be expected in

consequence of its situation on the great line of travel between the Eastern and Western States; this prospect would be rendered still more promising if means were taken, by the construction of a lateral line, to bring Buffalo into connection with the Canadian Railway. From that portion of the road between Montreal and Halifax, I should expect a very small revenue, far below the cost of working. I should suppose the road between Quebec and Hamilton would cost about £4000 (cash,) per mile without equipment; the cost of equipment must depend entirely upon the business to be transacted. As to the parts of the line to be first commenced, I should say, that if the road were undertaken by Government, the larger the extent of road placed under contract at once the better, because this would secure the greatest saving of interest; it should be, in that case, under the controul of a Government Board. My opinion is, that the best gauge for such a road would be one of four feet eight and a half inches, and my reasons are these: Experience throughout England and the United States has shewn, that the weight which can be carried most economically on one carriage is about ten tons; when that burden is exceeded, the expenses are increased disproportionately to the amount of work performed; now the space required for the stowage of ten tons, of the most bulky goods, is not more than can be conveniently attained in a carriage with wheels of the gauge I have mentioned; that being the case it is clear that any increase of width must augment expense without adding any thing to the ability of the carriage; the axletrees must be longer, and of course must contain more iron, and require more labour to fashion them; but they must also be thicker, because it is a well known law in mechanics that all bars subject to strains, after the manner of levers, are weaker in proportion to their length, or in other words, must be made more substantial to resist the strain occasioned by similar weights. The difference of the weight on each axle is calculated for practical purposes at one and a half cwt. each, which makes a difference on the four axles of each carriage. To sustain this augmentation of weight in the axles, the wheels must have a proportionate increase of strength, which, by the experience on roads actually at work, is found to be equal to about eight cwt.

each carriage. The wheels on narrow gauge roads, being usually five cwt. each, and the broad gauge nearly six cwt. each, the increased weight therefore in the whole carriage would amount to ten or twelve cwt., and the motive power must of course be augmented to overcome this excess of resistance. The rails and their supports must also be made stronger to sustain the united increase of strain, arising from the heavier weight imposed upon them, and the larger power employed in its traction; this increase of strength again, taking the experience of working roads, has been found to require very much heavier rails.

Answer to Questions 52 and 53. From Toronto to Hamilton I should select the shortest route which the necessity of engineering admits.

Adjourned till Monday, at eleven o'clock, A. M.

Monday, 7th July, 1851.

MEMBERS PRESENT:

SIR ALLAN NAPIER MACNAB, CHAIRMAN.

Hon. Mr. BADGLEY,

Mr. CAUCHON,

Mr. DICKSON,

Mr. DUMAS,

Hon. Mr. MACDONALD,

Mr. SCOTT, of Two Mountains.

Mr. SHERWOOD,

Mr. TACHÉ.

R. W. Harris, Esquire, President of the Great Western Railroad Company, again called in, and examined:

Ques. 54. Would you state to the Committee your opinion on the subject of a main Trunk line of Railway through the Province; the proper gauge to be adopted; the relative advantages and disadvantages of various gauges; and any other observation which may occur to you?—Since the first introduction of Rail-

roads for public traffic power, I have availed myself of every opportunity to obtain reliable information as to the best and most economical methods of constructing and working these great arteries of commerce, which have accomplished so much for the benefit of the countries in which they have hitherto been introduced. The opportunities to which I refer have been afforded by very frequent excursions, during many years, over the principal lines in Great Britain and the United States, and the equally frequent intercourse with men deeply interested in the stocks, and in the management of the said lines, in both countries. I think the geographical position of Canada, taken in connection with the present settlement of the country, and the great importance of enabling the extensive producing and trading points or sections in Western Canada, &c., to reach the sea-board by the valley of the Saint Lawrence, cheaply and speedily, shows the necessity for the construction, at the earliest possible period, of a main or Trunk Line Railroad through the Province, and the completion of this work would, in my opinion, confer the greatest possible benefits on a much larger number of the inhabitants of United Canada than could be attained by any other public improvement. As regards the gauge for such road, I am strongly in favour of the narrow, or, I might say, the standard gauge of the Railway world, as most economical, not only in construction, but in being worked. It is admitted, I believe, by all, that a locomotive of any given power can carry, or drag, no greater weight of cars, merchandise, or passengers on a broad than it can on a narrow gauge, and it is well ascertained that every additional inch beyond the well established four feet eight and a half inches in width, requires a corresponding additional weight in the engine, as well as in every car drawn; it is therefore evident that in every train on the route, a large additional motive power would be requisite to perform the same amount of business on a broad gauge, compared to the narrow, besides the disadvantage of increased cost of all the running machinery of the line, and the greater danger of straining and injuring the said machinery on curves.

Ques. 55. Have the Great Western Railroad Company adopted any gauge; if so, what gauge, and what were the reasons for

the adoption of the same?—The Great Western Company have, so far adopted the narrow gauge, that all their calculations, plans, and specifications of bridges, &c., are based on the four feet eight and a half inch track. The reasons for adopting this width were: First, Its established character; second, the saving of money in the superstructure (tier and rails requiring extra strength for broader gauge); third, saving of expense in running machinery, for all time to come; and fourth, to form an easy and economical junction with the Railroads in Michigan and New York, from which the Company expect to receive very large additions to the traffic on their road, a considerable portion of which is expected to follow a Trunk Line through the Province to Montreal.

Ques. 56. What do you think would be the effect upon the Great Western Railroad, of the adoption by the Government, for the main Trunk Line, of the broad gauge of five feet six inches, or any other than the ordinary narrow gauge of four feet eight and a half inches?—I consider the adoption of a broader gauge than four feet eight and a half inches would prove injurious to the interests of the Great Western Company, as well as to the main Trunk Line as far as Montreal, because I feel that every inducement possible will require to be made, to secure the principal part of the travel from Chicago, &c., through Canada, in preference to the various channels now being opened on the south side of Lake Erie; and I feel convinced that any gauge that will not admit of the baggage cars of the roads joining the Great Western on either side, being carried across it, will deprive Canada of the greater part of the said travel.

Ques. 57. Do you think the same gauge should be adopted from Sandwich to Quebec?—I think a uniform gauge from Windsor to Montreal very important, as securing to “through” American travel the expedition so much prized at the present time; and if this gauge afforded an easy and economical junction at Detroit, I feel confident a very large and remunerative passenger trade would be established, highly beneficial, in every way, to the Province, part of which would diverge at Hamilton, part at Toronto, part at Kingston, &c., and still a large portion would go as far as Montreal, but no through (American) passenger trade of consequence would go beyond the latter point. This

trade can only be got, however, by amicable and mutually beneficial arrangements between the Railroad Companies in the United States, and the Companies that join them on the Canada side ; I do not, therefore, consider it of much consequence whether the same gauge is continued on the south side of the Saint Lawrence between Montreal and Quebec, or not, and more particularly as the importance of the City of Montreal would prevent any number of passengers, either on business or pleasure, passing the said City, without stopping a longer time than could be allowed by a junction train. ✓

Ques. 58. Do you think that the adoption of the broad gauge uniformly on the main Trunk Line, would have the effect of directing the greater part of the Western trade through the Province to the seaboard ?—As I have already stated in my preceding answers, I think the adoption of a broad gauge would not command nearly so many passengers at Detroit or Niagara Falls, as the gauge that would prevent change of baggage, and consequent detention, and would not therefore benefit the main Trunk Line to Montreal so much as the 4 feet 8½ inch track. I beg to remark, with respect to my answers, that I cannot lay claim to scientific knowledge or personal practical experience on the principal subjects under consideration.

Adjourned until to-morrow, at Eleven o'clock, A. M.

Tuesday, 8th July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN.

Hon. Mr. BADGLEY,

Mr. DICKSON,

Mr. DUMAS,

Hon. Mr. HINCKS,

Mr. Sol. Genl. MACDONALD,

Hon. Mr. MACDONALD,

Mr. SCOTT, of Bytown,

Mr. SHERWOOD,

Mr. SMITH,

Mr. TACHÉ.

R. G. Benedict, Esquire, Civil Engineer, again called in and examined.

Ques. 59. Would you state to the Committee your opinion on the subject of a main Trunk Line of Railway through the Province—the proper gauge to be adopted—the relative advantages and disadvantages of the various gauges, and any other observations which may occur to you?—There can be but one opinion on the subject of a main Trunk Line of Railway through the Province of Canada, the importance and value of which to the whole community is beginning to be properly appreciated as a means of safe and speedy transit for passengers and freight, at all seasons of the year. The construction of such a Trunk Line will place Canada in an entirely independent position as regards a market for her vast products, and will leave little to be wished for, in the way of intercommunication, that cannot be easily accomplished. As regards the gauge, I consider such an one as will draw the largest amount of business upon the line, and admit of its being done in the most economical manner, as the proper gauge from Sandwich to Montreal. There is no doubt in my mind that the ordinary gauge of 4 feet $8\frac{1}{2}$ inches will accomplish both, and therefore it is, in my opinion, the proper gauge to be used. There are many reasons for this opinion, the most important of which I will lay before the Committee, as the question seems to call for them under the head of “relative advantages and disadvantages.” It is the experience of all practical Railroad men, both in England and America, that there has never been enough allowance made for depreciation of track. With all the experience of the present time, it is very difficult to decide the life of the iron rail; sufficient, however, is known to enable us to see and know that the machinery now in use is entirely too heavy for the superstructure of our roads, and upon most of the railways in England they are adopting a lighter class of locomotives, finding it to their advantage in the cost of transportation, and more especially in the wear and tear of the iron rails and machinery. Rails will allow millions of tons to roll over them without being materially injured or worn away; the great cause of their failure is the impact or force of the blow from the driving wheels of the locomotives, causing them to fail at the

ends of the bars ; the lighter the blow the less damage is done to the rail. It is not contended, neither is it the fact, that the same amount of freight in tons can be carried in the same weight of cars, upon the broad gauge, that can be upon the ordinary gauge. I had occasion last winter, in making some calculations relative to the cost of transporting produce, &c., upon the Great Western Railroad, to send to the Central line of Railroads from Albany to Buffalo, and to the New York and Erie Railroad, for the weight of the cars used by each, and the maximum loads put upon them ; and found that the large eight wheel freight cars of the Central Line, with the ordinary gauge, weighed eight tons, and that their load was eight tons. Upon the Erie Road, with the broad or six feet gauge, their freight cars weighed fourteen tons, and their load is ten tons. The ordinary or average number of cars in the freight trains after the closing of the Erie Canal between Buffalo and Albany, is twenty ; allowing each car to be loaded, the train would be made up of 160 tons weight of cars and 160 tons of freight on the ordinary gauge. The same train upon the broad gauge of the Erie Road would be made up of 224 tons weight of cars, or 16 cars and 160 tons of freight, showing a difference in favour of the ordinary gauge of 64 tons in each train, caused by the increased weight, strength, and size, necessary to make the cars safe on the broad gauge. The same argument holds good with passenger and all other trains ; but in order to shew the Committee more clearly, I will reduce the tons to dollars and cents, the great criterion which must govern in the adoption of a gauge for the Trunk Line. Five of the Railroad Companies between Albany and Buffalo, reported to the State Engineer and Surveyor of New York the actual cost of hauling freight per ton per mile upon their lines ; the average of which is two and eighty-five hundredths cents. It is to be regretted that the Erie Railroad Company failed to make the same return in regard to their line. Assuming the 64 tons extra weight of cars to be so much freight hauled, it gives one dollar and eighty-two cents per train per mile against the broad gauge. The length of the Great Western Railroad is 227 miles. With one loaded freight train each way per day for 313 days, you have 142,102 miles travelled by freight trains, or 100,160 tons of freight per year, (but a trifle more than

passed over the Michigan Central Railroad in the same time for the year ending May 31st, 1851,) at an increased expense of 258,625 dollars for hauling useless weight of cars consequent upon adopting a broad gauge. It is very easy to continue this calculation to Montreal, but a portion of the line will suffice for the whole extent, and will test the question. The increased weight of cars makes it necessary to have a heavier class of locomotives to do the same amount of business, which inevitably leads to additional outlay for machinery, fuel, wear and tear of rails, road bed, and structures. It is impossible to increase the width of gauge without entailing these expenses for all time to come, upon the line adopting it, in a greater or less degree, varying with the width of the gauge, as the mechanical proportions of the parts must be carried out, and the increased cost for the purposes above stated is sure to follow. It is found that the enormous weight of the engines upon the Erie Railroad, is destroying rapidly all the bridges upon their line, and a large force is constantly kept up at great expense, whose sole duty it is to inspect and repair bridges after the passage of trains of cars, to keep them in a passable condition; yet notwithstanding all this extraordinary precaution, some of their bridges have gone down with trains upon them, sacrificing lives and property to a great extent. There are other objections that enter practically into the details of working a broad gauge road. The increased liability of the axles to break in consequence of their additional length—the difficulty of maintaining a high rate of speed around curves, with safety, &c., &c.; I trust, however, that enough has been shewn to satisfy any unprejudiced person.

Ques. 60. Have the Great Western Railroad Company adopted any gauge; if so, what gauge, and what were the reasons for the adoption of the same?—The Great Western Railroad Company have adopted the ordinary gauge, in so far that their plans of structures, &c., have been made with regard to it,—the reasons for which were that it was considered the most economical gauge to run, and most effective in every respect; another reason was, that the roads in Michigan and New York, from which they expect to derive a large freight and passenger business, and with

which they wish to make the best possible connexion, were of the ordinary gauge ; by making a break in the gauge of New York and Michigan, in the centre of a line of Railway 1000 miles in length, obstacles would be thrown in the way of travel, both East and West, and large numbers of passengers would be driven off to the routes on the South shore of Lake Erie, that would otherwise naturally find their way through Canada, and down the Trunk Line to Montreal and Quebec.

Ques. 61. What do you think would be the effect, upon the Great Western Railroad, of the adoption by the Government of the broad gauge of 5 feet 6 inches, or any other than the ordinary narrow gauge of 4 ft. $8\frac{1}{2}$ inches wide ?—I consider the effect upon the Great Western Railroad, of the adoption of a broad gauge or any other than the ordinary gauge, will be injurious, for the reasons stated above. Every inducement should be held out to draw the travel from the Mississippi and West, through Canada to Montreal. ✓

Ques. 62. Do you think the same gauge should be adopted on the main Trunk line from Sandwich to Quebec ?—I consider it very important that the same gauge should be adopted from Sandwich to Montreal. A very trifling detention or increased rate of charge, will often change the current of travel and freight. Baggage should be loaded for Montreal at Windsor, and the same baggage-car should run through, thus relieving passengers from all care or risk. The same with freight ; cars loaded with flour, wheat, or live stock, should run through to Montreal, from Detroit or Windsor, without change, in the same manner that they now do from Albany to Buffalo. The extra cost of transshipment, and the liability to damage, would in many instances determine the direction of freight at a break in the gauge. As that portion of the line East of Montreal has been commenced with a broad gauge, and a large amount expended, I do not consider it so material that the ordinary gauge should go beyond that point, yet I have no doubt those Companies would find it to their interest to relay their track and change to the ordinary gauge. Montreal must always be a place of transshipment, therefore, except in an economical point of view, as to the cost

of the working of the line hereafter, I do not think it material whether the gauge breaks there or not.

Ques. 63. Do you think that the adoption of the broad gauge uniformly on the main Trunk Line would have the effect of diverting the greater part of the Western trade through the Province to the seaboard; and in your opinion, would the chance of through travel, in consequence of the broad gauge being adopted, compensate for the loss of stock and junction with the American line of road?—The answers to the preceding questions will give the Committee my views in relation to the prospect of diverting trade and travel, by adopting a broad gauge. I think it will have the contrary effect.

Adjourned till to-morrow, at Eleven o'clock, A. M.

Wednesday, 9th July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,

Mr. CAUCHON,

Mr. DICKSON,

Mr. DUMAS,

Hon. Mr. MACDONALD,

Mr. SCOTT, of Two Mountains,

Mr. TACHÉ.

Ordered, That the Hon. Mr. *Badgley* be empowered to collate all the applications for Railroad Charters now before the Committee, and to report a General Railway Bill on Saturday next.

Adjourned till Saturday, at Eleven o'clock, A. M.

Saturday, 12th July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
 Mr. DUMAS,
 Mr. Sol. Genl. MACDONALD,
 Hon. Mr. MACDONALD,
 Mr. SCOTT, of Bytown,
 Mr. SCOTT, of Two Mountains,
 Mr. SHERWOOD,
 Mr. SMITH,
 Mr. TACHÉ.

The Hon. Mr. *Badgley* informed the Committee that he was not fully prepared to report the draft of a Bill agreeably to the instruction of the Committee of Wednesday last, but would be ready to do so on Monday next.

Adjourned till Monday next, at Eleven o'clock, A. M.

Monday, 14th July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN ;

Hon. Mr. BADGLEY,
 Mr. DUMAS,
 Hon. Mr. HINCKS,
 Mr. Sol. Genl. MACDONALD,
 Hon. Mr. MACDONALD,
 Mr. MORRISON,
 Mr. SCOTT, of Bytown,
 Mr. SHERWOOD,
 Mr. TACHÉ.

Erastus Corning, Esquire, (of Albany), Director in the Great Western Railroad Company, examined :

Ans. to Ques. 59. In my opinion a main Trunk line of railroad should be projected as a principle to act upon in starting and

carrying forward the Railroad system through the Province of Canada. The gauge to be adopted should depend upon the customary gauge of roads of the country and States adjacent to the Province, which are 4 feet 8½ inches. The relative advantages and disadvantages of various gauges rest solely upon the stability of a road bed to sustain the weight of engines and cars, and their action when in motion upon the track. Any increase of width of gauge over that ordinarily in use (4 feet 8½ inches) will increase the cost of construction and operation of almost every branch of the Railroad service connected therewith. The engines and cars must necessarily be increased to a size that the ordinary business of the country will not warrant the loading of, as often as it is necessary to run trains, thereby multiplying expenses and precluding systems of true economy. Even on the narrow gauges, so called (4 feet 8½ inches), the weight of engines and cars carried to each passenger is one thousand pounds, or about six times the ordinary weight of the passenger. Not one advantage to a wide gauge can be stated without a sacrifice incident to such increase. Connected as the roads through the Province must be with the roads through Michigan, Central and Northern New York, and New England, where the gauge is 4 feet 8½ inches, this gauge should be adopted for the Main Trunk through the Province.

Ans. to Ques. 60. The Great Western Railroad Company have not definitively adopted a width of gauge, and if left to the Directors residing in the States, the 4 feet 8½ inch gauge will be adopted.

Ans. to Ques. 61 and 62. The gauge east of Hamilton should be the same as that to be adopted by the Great Western Railroad Company.

Ans. to Ques. 63. An uniform gauge would favour a continuous business through the Province without reference to any particular width, which should depend upon the general principles heretofore alluded to, and in my opinion the adoption of the wide gauge would materially interfere with the chances for subscription from the States.

Mr. James Goold, Railroad Car Maker, of Albany, N. York, examined :

Ques. 64. Will you state the difference between the cost of constructing passenger and freight cars, for the wide and the narrow gauge ?—The passenger cars in general use on the 4 ft. 8½ in. gauge, and all recently made, are 9 ft. in width outside, and 8 ft. 2 in. in the clear, inside, allowing an aisle or passage way between the seats, of 19 inches, each seat being 3 ft. 1½ in. in length inside the frame, and having at the outer end, under each window, a recess for the elbow to rest on of 3½ in., giving ample room for two persons to sit comfortably on each seat. The Erie Road only has a 6 foot gauge, and requires the passenger cars to be 10 ft. 6 in. wide,—9 ft. 8 in. in the clear, having an aisle or passage way of 21 inches, each seat being 3 ft. 8 in. in the clear, giving more room than necessary for two, and not enough for three persons ; in which particular, it is believed, the intention of the original projectors of this extra width has signally failed, as it is found impracticable to induce more than two persons to occupy any one seat. For the usual length of a first class passenger car, the difference in the expense of construction between the wide and narrow gauge is from 200 to 250 dollars. Not having made for freight cars of the wide gauge, I cannot say positively, but think the difference about 100 dollars.

Ques. 65. Will you state the difference of weight between the passenger and freight cars of the broad and of the narrow gauge ?—Ten per cent., or from 1,000 to 1,200 lbs. difference in weight, for passenger cars, and probably a little less for freight cars.

Ques. 66. Will you state, for the information of the Committee, your general views on the difference of expense in the working or running of a road on the broad and narrow gauge ?—An intelligent reply to this question can only be given by a practical engineer, or an experienced and intelligent superintendent, embracing, as it does, the economy of the working and running of a road, comprehending also the structure of the road itself, the weight of rail necessary to sustain locomotives of thirty-seven to forty tons, with the additional weight of cars, &c., the different

workings of a narrow and wide gauge, and many considerations with which the builders of cars can hardly be expected to be familiar.

The Hon. Mr. *Badgley*, reported, pursuant to the instruction of the Committee on Wednesday last, the draft of a Bill for consolidating into one Act certain provisions usually inserted in Acts authorizing the making of Railways.

The said Bill was then read by the Committee. [*For Draft of Bill see Appendix 6.*]

Ordered, That the said Bill, together with the Proceedings of the Committee and Minutes of Evidence, be printed in pamphlet form.

The Clerk handed in to the Committee a letter from Hon. H. H. Killaly, in reply to query submitted to him on the subject of the Gauge.

DEPARTMENT OF PUBLIC WORKS,

17th July, 1851.

SIR,—I have the honour to acknowledge the receipt of your letter of the 15th inst., in which by direction of the “Standing Committee on Railroads and Telegraph Lines,” you put the following question to me :

“What is your opinion, as an Engineer, of the best gauge to be adopted in Canada, for a Trunk Line of Railway through the Province ; and will you be kind enough to accompany your answer to this question, by a statement of your reasons for such opinion.”

I have to apologize to the Committee not only for my not having replied to your letter before this, but also for my now answering it very concisely. My doing so is rendered necessary from the few moments of leisure just now at my disposal, in consequence of my late protracted absence from this office, and the necessity I am under of leaving again in the morning.

The question as to the respective superiority of the “narrow” or of the “broad” gauge, has for many years engrossed so large a share of public attention, so many works have been written on both sides, and

so much angry feeling on the subject has been exhibited, that for some time back it has been known by the soubriquet of "The War of the Gauges," and I am strongly inclined to believe that almost as much diversity of opinion at this moment exists as did at the outset.

By the "narrow gauge" may generally be understood the 4 foot $8\frac{1}{2}$ inch gauge; but the term "broad gauge" as used in England is not exactly applicable on this Continent. In the former it is understood to mean a gauge of 7 feet in width, on the latter a gauge varying from 4 feet 9 inches to 6 feet in breadth.

For my part, in deciding on a gauge for a main Trunk Line through the Province, I would (*cæteris paribus*) prefer one of 5 feet 6 inches. By it, for passenger traffic, I believe increased speed with safety, greater comfort and convenience is obtained, and for the transport of freight, a better class of car can be adopted, the centre of gravity lowered, the motion of the cars lessened, wear and tear to the machinery, and the waste of the rails reduced, and the danger of accidents lightened. With respect to the Locomotives, the increase of their power and the better arrangements of their working details, the breadth of gauge stated above presents many advantages. The driving wheels can be enlarged, the velocity of the pistons and the friction lessened, and the working of the engine more free and easy.

The weight of the cars per passenger, and per ton, need not be greater than on the narrow gauge. The more tonnage of net freight the engine can draw the less in proportion will be the cost of running.

Had I time, I might enumerate very many more advantages, which past experience, (as I conceive,) warrants us to attribute to the gauge I speak of as "the wide gauge." I am, however, ready to admit, that among the advocates of the narrow gauge, rank some of the most eminent engineers, and others, of deservedly high authority, in the management of railroads; nor do I deny, that strong arguments are also adduced in favour of it; in fact, although as I have stated, I consider a gauge of 5 feet 6 inches preferable to that of 4 feet $8\frac{1}{2}$ inches, yet the advantages which I conceive it affords, are not so decidedly great, in my opinion, as to warrant our deciding merely on the comparative and abstract merits of the gauge, leaving out of consideration other circumstances by which the width of gauge to be adopted, may, with good reason be governed. I refer here principally, to the contemplated connections with other existing lines, and in this view of the matter,

some supposed conflicting interests may add to the difficulty in arriving at a conclusion as to the gauge.

On the eastern portion of the intended great Provincial Trunk Line, a considerable length of road is already nearly completed, on which the gauge adopted is 5 feet 6 inches ; while I am aware, that the guage desired by those interested in the western portion of this Main Trunk is but 4 feet 8½ inches, their preference for which, I attribute chiefly, to the fact of that being the gauge of most of the lines in the State of New York, with which they propose to connect.

No doubt an uninterrupted line, without "break of guage" is in almost every case, greatly to be desired ; but in that under consideration, (arguing solely in reference to break of gauge,) I do not see that the interests of the road and of those concerned in the Eastern division of it, would be compromised by a change of grade taking place at the city of Montreal. On the other hand, the interests of the Western division of the line would not, in my judgment, suffer from the grade on it not corresponding with that of the New York roads, with which they wish to connect, as, even supposing the guage on all to be uniform, I am convinced a change of cars will always take place at the Frontier. Great confusion and expense occurs where the rolling property of one Company passes into the road of another, and the greater the length of the roads, the greater is this felt to be the case. A change of flour takes place at Albany at a cost of about 1s. per 100 barrels.

The above ideas are very hastily thrown together. I regret much, that the two days since my return to my office (during which I received the request of the Committee,) have been so wholly occupied with matters of reference for the Legislature, &c., as to have made it impossible for me to enter more at length into the subject, and from having to leave again in the morning, I will not be able to resume it in time for the purpose of the Committee.

Finally, with respect to the comparative merits of the various gauges, (as I have already stated,) so much has been considered, and is in point, for years and to the present day, from the ablest and most experienced authorities, (to all of which access is easy,) I have no hesitation in saying, that I firmly believe the opinions which may be given to the Committee on the subject, will be found to be altogether collated from these authorities, and that no original information on it

will be laid before them; and it is to be regretted, that long as the question has been before the public, fully as much contrariety of opinion seems to exist now as there did in the beginning, a practical inference from which would appear to be, that from experience, the superiority of the merits of one grade over the other do not turn out to be so striking as to set the question at rest.

I am, Sir,

Your obedient servant,

H. H. KILLALY.

T. PATRICK, Esq.,

Clerk of Committee on Railroads, &c.

Adjourned to the Call of the Chair.

Tuesday, 22nd July, 1851.

MEMBERS PRESENT :

SIR ALLAN NAPIER MACNAB, CHAIRMAN :

Hon. Mr. BADGLEY,

Mr. DICKSON,

Mr. DUMAS,

Hon. Mr. HINCKS,

Hon. Mr. MACDONALD,

Mr. MORRISON,

Mr. SCOTT, of Bytown,

Mr. SCOTT, of Two Mountains,

H. C. Seymour, Esquire, State Engineer to the State of New York, again examined :

Ques. 67. What, in your opinion, would be the effect on the interests of the Great Western Railway Company, if a different gauge should be adopted in Canada, from that of the Michigan Central Railroad, and of the Roads in the State of New York? —The Great Western, as well as all other roads in Canada, should adopt the best gauge for commercial purposes, without reference to the gauge of any other road. The only argument advanced in favour of uniformity is based upon the supposed

advantage of exchanging cars. On many lines this is a positive evil, and a break of gauge would be judicious if no other object was attained by it than the prevention of such exchange. During a careful investigation of the gauge question, I sought for the results of the experience and judgment of the oldest and ablest Railroad managers in this country and Europe, and found that the plan of exchanging cars was attended with great inconvenience, and extra expense, and I am confident that in regard to economy and convenience, it will be found better for each Company to assume the cost of transshipment than to exchange cars. By transshipment they can save in dead weight, by loading cars nearer to their capacity, and thus carry a greater useful load at each movement. They can repair their own cars at their own shops. They will avoid the necessity of repairing the cars of any other Company. The number of cars required will be materially reduced, and consequently large sums will be saved in cost of outfit and repairs. In the daily operations of the road, the employment of the motive power, the arrangement of repair shops and forces employed in them, the more constant use of cars, and the better system of inspection and repairs insured by confining the use of cars to the roads of the owners, will all produce regularity, economy, and despatch. Transshipment does not necessarily cause delay. A proper arrangement would bring a train of freight cars coming up to a main line to the junction, one or two hours in advance of the regular starting time of the cars of the main line. That time would be necessary for the inspection of the cars and the transshipment from such as should be out of repair. One hour is sufficient, with proper conveniences, to transship the freight of any train. Transshipment from car to car can be effected with less expense, in less time and with more security to the freight than from any other vehicle or from any craft to the cars. Transshipments at Buffalo, Albany, and at other points, are made to a vast extent, and the fact of transshipment does not in any degree diminish the business of any route. I therefore think that the Railroad lines reaching from Boston and New York to the west through Ohio, do not suffer because of the break at their junction with the Ohio gauge at

Buffalo and Dunkirk. So far no cars from the New England roads pass the Hudson River, and it is doubtful whether they ever will to any great extent, though no impediment exists, and it will be admitted by all that there must be some limit to the movement of cars, however far equal gauges may extend ; and in my opinion, their movement should be limited to the road of the Company that owns them. The exception to this rule, if any, will embrace only such roads running in connection with others, which together make up a continuous line of transit between important points of traffic, as from Buffalo to Albany, where the system of interchanging cars is practised. Yet that line, in my opinion, could be managed with more economy by one Company, and chiefly because in that case the machinery would all be kept under the controul of the owners. I have been told by the managers, and believe that on the line from Albany to Boston, each of the Corporations, to wit: the Western, and Boston and Worcester Railroad Companies, would save money by transshipping freight rather than exchanging cars with each other, and the numerous lines connecting with them. It is therefore apparent to me that the effect upon the interests of the Great Western Railway Company, if a different gauge should be adopted in Canada from that of the Michigan Central Railroad and of the roads in New York, would be in all respects advantageous. The engines of every Company are now strictly confined to lines owned or stocked by them. Passenger cars require a careful inspection after two or three hundred miles movement. The value of uniformity is therefore to be measured by the importance of carrying freight to given points in the same car. As a question of economy, transshipment at the junction of roads is shown to be desirable unless business is diverted by it. No danger of this is to be apprehended. All experience shows that the delivery of goods in good order is all that owners require, except rates and time. These latter are the important elements controlling trade, and beyond these the carriers may safely adopt such modes and plans of transit as will leave them the best profits. Cattle and all kinds of live stock can be transshipped without difficulty, and in less time and at less cost than any

dead freight. On long routes it will no doubt be advisable to give live stock rests in fields or pens. This would be rendered convenient though not necessary by transshipment. Boxes containing any sort of freight can be cheaply and rapidly transferred from car to car, no matter what the difference of gauge may be. The Great Western Company should therefore adopt the best gauge without reference to uniformity with any line in Michigan, New York, or elsewhere.

Ques. 68. The Detroit and Hamilton Road is 220 miles.

Hamilton to Kingston,	-	-	220	"
Kingston to Montreal,	-	-	200	"
Montreal to Quebec,	-	-	180	"
Quebec to Halifax,	-	-	600	"

1,420

Would it in your opinion be advantageous to adopt an uniform gauge for the 1,420 miles, or would it be better to adopt a different gauge for each section of road? and which, in your opinion, is the greatest distance that any one set of cars ought to be run, and be pleased to give the reasons of your opinion?—As an exchange of cars would not be rendered necessary, but only possible by uniformity of gauge, the gauge should be selected without any reference to that question, and I see no objection to an universal adoption of a broad gauge of uniform width. The general good is promoted by uniformity only so far as it secures the best and most economical transit, and we must assume that some stated width is the best. What that width is, has never yet been satisfactorily demonstrated: we can, however, arrive at a nearly satisfactory conclusion by careful examination and observation. The investigation by the Gauge Commission in England developed a great amount of information, and the opinions of the most eminent engineers and managers of roads in that country on this subject, all of which I have carefully examined. The fact that a wide gauge is better than the narrow one, was abundantly established; all but two or three individuals agreed in this; many thought that 7 feet was the best, more were in favour of 6 feet, and 6 feet 2

inches. A very large number were in favour of $5\frac{1}{2}$ feet, and 5 feet 8 inches, and some advocated 5 feet to 5 feet 3 inches. The weight of authority in England seemed to be in favour of 5 feet 6 inches to 5 feet 8 inches. The New York and Erie Railroad is built with a gauge of 6 feet. An effort was made by some of the engineers of that Company to reduce the gauge to the 4 feet $8\frac{1}{2}$ inches after about fifty miles of the road had been constructed. A Commission, consisting of Major Brown, Horatio Allen, and myself, was instituted by the Company, to investigate and report upon the question. I made a minority report in favour of continuing the wide gauge, which was adopted, and experience upon that Road and the branch Roads since built, on all of which a wide gauge has been adopted, has fully sustained the grounds upon which the wide gauge was advocated, and vindicated the wisdom of their decision. So completely successful has been the experiment of the wide gauge of the New York and Erie Railroad, that those who opposed it most firmly and pertinaciously, now concede its advantages. It cannot, I believe, be shown that any one in England or this country, who has had experience on the wide gauge, has been left in any doubt as to its superiority. I would prefer the 6 feet gauge for Canada, but am not insensible to the advantages of a $5\frac{1}{2}$ feet gauge over a narrower one, and feel compelled to admit that in the selection of the last mentioned gauge, the Government of Canada are supported by numerous and most respectable authorities. Those authorities still exist with undiminished influence, and rather than incur the opposition of those who defer to them, and thus increase the hazard of a narrow gauge, I would advocate for the Road I am connected with a gauge of $5\frac{1}{2}$ feet. The advocates of a narrow gauge advance objections to a wide gauge, which I have not discussed, because such discussion does not seem to me strictly responsive to any of the interrogatories of your honourable Committee; but all of which I venture to assert have been refuted by the results of actual experience. Should the Committee desire it, I will cheerfully enter, under its direction, upon a more full discussion of the whole subject. Besides the decreased wear and tear consequent upon the easier

motions of cars and engines on a wide gauge, the comfort of passengers produced by the wider seats permissible in cars running on a wide gauge, is an important consideration. The plan of cars adopted universally in America requires a greater width of gauge than 4 feet 8½ inches, in order to give each passenger sufficient room. A gauge of 5½ feet will enable you to make cars one foot wider than on the narrow gauge. This additional width, especially on a long line, will, by the greater comfort afforded, attract passengers, and add to the profits of the Road.

William A. Merry, Esq., was called in and examined relative to the bridge over the Richelieu, proposed to be erected by the Company of Proprietors of the Champlain and St. Lawrence Railroad.

Adjourned to the call of the Chair.

Tuesday, 29th July, 1851.

MEMBERS PRESENT :

Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DUMAS,
 Hon. Mr. HINCKS,
 Hon. Mr. MACDONALD,
 Mr. MORRISON,
 Mr. ROSS,
 Mr. SCOTT, of Bytown,
 Mr. SCOTT, of Two Mountains,
 Mr. SMITH,
 Mr. TACHÉ.

In the absence of the Chairman, Mr. Smith was called to the chair, *pro tem*.

The Clerk laid before the Committee the following communication, received by him, in relation to the main Trunk Line of Railway, and the gauge to be adopted for the same :

TRENTON, NEW JERSEY, *July 21st*, 1851.

SIR,—Enclosed I send you some remarks on the Gauge question, as requested in your communication of the 15th inst., handed to me in the Railroad Room at Toronto.

I am, respectfully,

Your obedient servant,

JOHN A. ROEBLING,

Civil Engineer.

Thad. Patrick, Esq.,

Clerk R. R. Committee,

Toronto.

The question, which is the best gauge for railways, has been so thoroughly examined and fully answered, that nothing new can be added.

The following, however, may be properly considered as forming the basis of the whole ground covered by the gauge question :

It being conceded by all parties that the narrowest gauge is the most economical, and in that respect, therefore, the best, both in regard to the first construction as well as to wear and tear of machinery and road, the whole subject is reduced to the following enquiries :

1. What width of track will insure most safety when running at high speed ?

2. What width is required for a proper construction of locomotives and cars ?

3. What width is needed to render passenger cars comfortable and commodious ?

The answer to the first enquiry will be found on the side of the narrow gauge. The narrow gauge has been found as safe as the wide gauge when attempting the highest practicable speed, both in this country as well as Europe. Were the number of accidents occurring on different lines to be considered as indicating degrees of safety, the question might be

decided in favour of the narrow gauge. Demonstration appears to lean in the same direction when curves are considered. Trains generally run off on curves, and as these can never be altogether avoided, but only reduced at an outlay of capital, their effect, as influenced by the gauge, has to be principally considered. The wheels of locomotives as well as cars, being fixed stationary upon the axles, and occupying parallel planes, have a tendency to maintain a straight course under all circumstances. When forced, therefore, to move around a curve, the outer wheels, rolling over larger space than the inner ones, are forced to slide, to make up the difference. But this sliding cannot be effected without meeting a great resistance, which is equal to the adhesion between rail and wheel, resulting from superincumbent pressure. This resistance is aided by the natural tendency of all moving bodies to preserve a straight course, which is the tangent of the curve. When, therefore, these forces, tending towards a preservation of the straight line, are greater than the resistance of the flanches acting against the side of the outer rail, and perhaps aided by some small obstruction or inequality on the track, the consequence will be a run off. Now the strife between the inner and outer wheel increases with the width of track; therefore, the narrower the track the greater the safety. The conical shape of the tire has been found to avail but little, and is nearly abandoned.

On the other hand the steadiness of cars moving around curves is more insured by a wide gauge than by a narrow one. This difficulty is partially removed by raising the outer rail higher than the inner one, by which means the centrifugal force of a moving train is nearly balanced and rendered harmless. Were it not that the wheels of cars are stationary, fixed upon the axles, this part of the enquiry would result in favour of the wide gauge, on account of its greater steadiness. Indeed the propriety of fixing wheels stationary upon axles is a very doubtful one, although it has become an universal practice. Demonstration, as well as experience, is against it wherever it has been fairly tested. The practice of forcing two wheels to move and turn simultaneously with an axle

under all circumstances is wrong, and only proves that engineers and machinists do not like to leave a beaten track. They should be fitted tight upon the axles, but allowed to turn independently whenever resistance is offered. Ordinarily on straight lines they should turn with the axle, but in curves they should turn independently. A great saving in the wear and tear of machinery, as well as greater safety, would be the result. Locomotive driving wheels must of course be excepted, but the truck or pilot wheels of an engine should by all means be constructed with loose wheels, so as to turn curves easy. It would be entirely irrelevant to enter upon the details of this subject, and to meet the thousand objections which of course are ready to be advanced from every quarter. I will only add here, that in this country this mode of construction is in successful operation on the Carbondale Railroad, and on the roads of the Pennsylvania Coal Company, where also some other important improvements may be found which greatly reduce working expenses. Taking the average of the *pros* and *cons* in regard to safety at high speed, the narrow gauge will have the advantage over the wide one with the wheels fixed; the case, however, stands reversed if the wheels are loose.

2. What width is required for a proper construction of engines and cars?

No serious inconvenience has ever been experienced in the construction of locomotives with outside cylinders and connections, for the want of room. Inside connections, however, require a greater width of track than 4 feet 8½ inches. But as the outside connection plan is the most preferable of the two, provided the track is not too wide, and consequently the distance between the wheels and crank pins not too great, it follows that the plan of constructing American engines favours the narrow track. The wider the gauge the greater the distance between the two points where the power is applied, and as the crank pins stand at right angles, a torsion will be the consequence. It is better to meet this force by an increase of strength of axle, than to have the axles weakened by cranks.

Where powerful engines are required on the narrow gauge, the outside connection plan, moreover, leaves enough room

inside for a third cylinder, which would be a great improvement in the construction of locomotives. Pistons applying their forces at an angle of 120 degrees upon the same shaft, insure a perfectly regular rotary motion, the true plan for locomotive and marine engines.

3. What width is needed to render passenger cars comfortable and commodious?

It must be admitted that the usual gauge of 4 feet 8½ inches does not offer sufficient room inside a passenger car for two persons upon one seat. It lacks about six inches; and I should, therefore, prefer a gauge of 5 feet 2½ inches, although every increase of weight in the rolling stock is a very great objection, as it forms a constant source of expense, and, therefore, a serious drawback upon the prosperity of a road. I should favour a width of 5 feet to 5 feet 3 inches in preference to 4 feet 8½ inches, where the road is isolated and forms an independent line, not connecting with other gauges.

As regards freight cars, the common gauge affords sufficient room for placing cattle and horses across the track in their stalls. Where much live stock is transported this should be considered.

The question, What is the best Gauge to be adopted for a Trunk Line through both Canadas, I am now prepared to answer as follows:

If these lines are to form a great system in themselves, self-supporting and independent of others, I should adopt a gauge of five feet three inches. If its connection with the Portland Road, which has a track of five feet six inches is of any great importance, I should adopt the latter. The position of the Great Western line, however, appears to me a different one. This can never be exclusively a Canadian line, it will be more an American one, as it will form one of the most important links in the great route from Boston to Chicago, the great parallel rival of the New York and Erie. To attempt to make it a Provincial Line exclusively, would be destroying its future prospects, and reducing its support to the local travel and traffic, which, for a number of years will be insufficient to main-

tain a good line. Canada West is intermediate ground between Michigan and the Great West on one side, and New York and the Eastern States on the other. A change of gauge at the frontiers would, therefore, be bad policy. A large portion of produce and live stock raised in Michigan will seek this route, and no change of cars should take place. Transshipment of freight and live stock is expensive, and causes delay, and should by all means be avoided on the run from Michigan to Albany. If a wider gauge is considered preferable for the Lower Canada Line, the track of the Great Western should correspond with that of the Niagara, Lockport & Rochester line.

JOHN A. ROEBLING,
Civil Engineer.

Hugh Allan, Esq., of Montreal, examined :

Ques. 69.—Are you of opinion that the Main Trunk Line from Kingston to Montreal would better suit the interests of the Province if it were carried to the North, passing through the Towns of Perth and Bytown, than along the border of the River St. Lawrence?—I am of opinion that in any line that may be constructed between Kingston and Montreal, whether direct or circuitous, provision should be made for the opening up and accommodation of the Ottawa District, either by the line passing round by Bytown and Perth, or if made direct by side lines coming into it.

Ques. 70.—Are you of opinion that the proposed Northern route would secure a greater amount of way business than any other route that could be laid down?—I certainly think that in as far as way business alone is concerned, the Northern route would give the greatest amount of traffic : inasmuch as it would open up a large tract of country not possessed of such a perfect system of water communication as the road would have to contend with, if it ran alongside the St. Lawrence.

Ques. 71.—Do you think the increased amount of business which the Northern line would command over any other line

that might be laid down would compensate the increased expenditure that might be involved in its construction?—It is not easy to estimate either the expenditure or business of a Railroad to be run through a new country, but I imagine the difference in cost of construction between the Northern and Southern line, or of the branches, would eventually be compensated by the increased traffic.

Ques. 72.—What general benefit would the Province derive from opening up the Ottawa line in preference to the other line?—The benefit to be derived from carrying a line through the Ottawa country would be to open up large and valuable tracts of land for settlement; to afford speedy and easy access to markets for the produce raised by the settlers now there, as well as those who would be sure at an early period to take up the lands.

Ques. 73.—Are you of opinion that the Ottawa line is to be preferred to the Southern line, in a Military point of view?—I have not much acquaintance with Military matters, but I fancy that the same policy which caused the construction of the Rideau Canal, would be carried out by making the line in question.

Ques. 74.—Please state any other reasons that suggest themselves to your mind, why the Northern or Ottawa route should be adopted?—As far as through business and the general passenger trade is concerned, I am of opinion that a direct line running parallel with the St. Lawrence, but a few miles back in the country, would be preferable; but so deeply am I impressed with the necessity of opening up the Ottawa country, and of its great capabilities, that I think it essential it should be connected with the Main line in some shape. I therefore think that a Trunk line through the County of Glengarry, (direct,) with the necessary branches or side-lines to connect Bytown, Perth, &c., with it, would be most suited to the wants of the country.

M. McDonnell, Esq., Warden of the United Counties of Lanark and Renfrew, examined :

Ans. to Ques. 69. I am decidedly of opinion that the Main Trunk Line from Kingston to Montreal will best suit the interests of the Province if it be carried through the Towns of Bytown and Perth ; because it will open, for purposes of trade, manufactures and commerce, the rich tract of country lying between the St. Lawrence and the Ottawa, and will conduct the products of it and of the west direct to Montreal, neither of which would be secured by “ a line along the border of the St. Lawrence,” because the distance at which “ a line along the border of the St. Lawrence” would be from the interior tract beyond the Rideau, would not induce the inhabitants of that tract to seek that line for the purpose of conveying their produce or manufactures to market, but would be a means rather of compelling them to seek the assistance of the capitalists of the neighbouring States, (which, by the way, has already been offered,) to construct the shortest and most readily to be constructed line to communicate with the Ogdensburg line by Prescott,—which too, (i. e. the Ogdensburg line) would, if the trunk were to be made along the border of the St. Lawrence, likewise withdraw a large share of the produce of the West from the carrying trade of the Province, which cannot be done if the line be made through Perth and Bytown. Moreover it would not suit the interests of the Province to establish a line which would compete with the public works already established, and lessen the revenue which otherwise must necessarily accrue from them.

Ans. to Ques. 70. I am persuaded that the northern route will certainly secure a far greater amount of way business than any other that could be laid down, because it will have business from both sides of it, and passing, as it will, through a country whose rivers are not likely to be ever made serviceable for a carrying trade, on account of the numerous chutes and rapids on them, there is no probability that an opposing line of water conveyance will ever be established to withdraw any portion of the trade, which, as I have said above, would not be the case along the St. Lawrence, where a long line of

unbroken water conveyance presents inducements to forward thereby, at least equal, if not superior to those which a Railroad would present. Besides, it is a fact which ought not to be overlooked, that those obstructions to the navigation of our rivers, to which I refer, will, in the event of a Railroad being made which would give a way of transporting manufactures to market, become the means of creating business for a Railroad, which does not exist, although the *material* which would furnish such a business exists throughout the tract in almost unequalled abundance.

Ans. to Ques. 71. I do think, for the reasons before stated, that the increased expenditure (if any, which I question) would be more than compensated by the increased amount of business which the northern line would command over any other line that might be laid down. My own acquaintance with the tract north of the Rideau, and with that south of it, as well as with other tracts in every section of the Province, enables me to say confidently that the resources of the northern tract are unsurpassed. For agricultural purposes, the soil between the upper part of Bathurst and the vicinity of Bytown is equal to any of similar extent; and westward from Bathurst is rich in minerals and timber, sufficient for a long series of years to supply a very large demand, and capable of being converted into articles of ornament and use, which are now necessarily imported, because of the want of means of conveying such articles to a market which would induce enterprising persons to embark in the manufacturing of them. Farther, I am of opinion, that to construct the northern line will ultimately cause a saving to the Province; because it is not to be supposed that the people north of the Rideau and of the table land from which diverge the valleys of the St. Lawrence and the Ottawa, will be satisfied to be without any means of conveying their stuffs to market, while they will see the people south of the Rideau having a double means of conveying theirs to market by the St. Lawrence and a railroad along its borders. This view, therefore, suggests that the Main Trunk ought to be made so far north that it will obviate the necessity of con-

structing a second Main Trunk for the benefit of the northern parts of the section which the question indicates.

Ans. to Ques. 72. The general benefit which the Province would derive from opening up the Ottawa line in preference to the other line may be inferred from what I have above submitted. First, competition with works already made by the Province would be obviated. Secondly, a tract of country, rich in means for agricultural, manufacturing and commercial enterprises now not existing, would have a means of exchanging products and commodities with other portions of the Province for the common good. Thirdly, the trade which by the St. Lawrence would be diverted to Ogdensburg, will be secured to Montreal and our Provincial forwarders; and Fourthly, the necessity of ever constructing a second Main Trunk will be certainly obviated, and so a large saving to the Province will be secured.

Ans. to Ques. 73 and 74. In a military point of view, the preference must, in every man's "opinion," be given to the Ottawa Line. It will have advantages and a security which no other would have. From Bytown, through Perth, to the Napanee Village, the country (contrary to what is generally supposed), is probably a tract the best adapted for a Railroad to be found in the Province. I am well acquainted with the greater portion of it, and a survey which we have caused to be made from Perth to Kingston, has proved that what had been supposed to be hills, alternating with valleys and lakes, is table land, from which diverge the streams which severally flow north or south, to the Ottawa or the St. Lawrence, forming in their courses those valleys and chains of lakes which, west of the County of Lanark, give on the map an appearance of being impassable, and which to a line of Railroad for military purposes, would always be its best protection,—the line being forty miles from the frontier, without obstruction excepting to the enemy, and, throughout the whole distance to which I have referred, as level as engineer, or statesman, or public economist can possibly desire,—material, too, of the best description for constructing a Railroad everywhere at

hand. Lastly, I consider that the northern route from Kingston to Montreal, through the Towns of Perth and Bytown, L'Orignal and Vaudreuil, St. Anne, &c., &c., will be the shortest, i. e., if it be carried from Perth, along Bathurst, Sherbrooke, Bedford and Portland, to Napanee. This consideration, if correct (which I believe it is,) added to the other considerations above mentioned, and those which they will necessarily suggest, gives, in my opinion, an importance to the northern route out of which arises a claim to preference which cannot be urged in favour of any other.

C. J. Forbes, Esquire, of Carillon, examined :

Ans. to Ques. 69. I am clearly of opinion that it would better subserve the interests of Canada to take the Railroad Trunk Line from Montreal to Kingston by the northern route by Bytown, Perth and Richmond than along the border of the River St. Lawrence, for the following reasons, viz: That all chance of interruption is avoided, in the event of a conflict with the United States, which has already happened, and was again threatened in the years 1837 and 1838. By opening a magnificent tract of country, than which none of a more valuable description is to be found in Canada, (which has been frequently reported on, and particularly by the Honourable Messrs. McKay and Killaly) a dense population would speedily be created between the Ottawa and St. Lawrence, which being purely British, could safely be counted on for all military purposes. It would stultify the measures of the Canadian Government, which has created such an outlay to perfect a Line of Water Communication from Kingston to Montreal by the St. Lawrence, were a Railway Communication between the same places now to be undertaken, by the connivance of the same authority. It was premature to incur so enormous an expenditure, it met with the ready support of the Upper Canada Members, against the expressed opinions of my Lord Sydenham, who considered the Rideau Canal fully equal to the wants of the country.

Ans. to Ques. 70. For the reasons given above, I believe eventually, if not at present, a much greater amount of way business would be procured by the northern than by the southern route ; and Railroads ought more to contemplate future than present results.

Ans. to Ques. 71. I do not think that any increased expenditure, in taking the Railroad by the route proposed, ought to occupy a moment's consideration, for the reasons I have already given.

Ans. to Ques. 72. The general benefit the Province would derive from opening up the Ottawa Line in preference to the other line, would be,—greater security ; opening a much more extensive tract of country, most favourable for agricultural purposes, consequently for settlement ; favouring the transmission of the produce of the finest districts of Canada East to the Montreal market, as the Island of Montreal, Terrebonne, Two Mountains, and those flourishing Townships of Grenville and Chatham, with their respective augmentations, and a most fertile tract of country by the Counties of Prescott, Glengarry, and the contiguous Counties on to Bytown and beyond it. Mr. Coffin, in a series of well written letters, published in the Montreal Gazette, testifies to the importance of a northern in preference to a southern route ; and other letters published in the same periodical places the choice beyond a doubt.

Ans. to Ques. 73 and 74. I entertain precisely the same views on the subject of interior communication for Military purposes that the British Government does, and which are founded upon two Special Reports of competent engineers, supported by the opinion of the greatest commander of the age, and which sanctioned the expenditure of nearly two millions upon the Rideau and Grenville Canals. This will, no doubt, have great weight in the decision of your Committee. The traffic between Montreal and Bytown in passengers alone would, I think, nearly, if not quite, pay the interest of the outlay. The proof is to be found in the business now doing by the Lachine and Bytown passage boats. Six or seven hundred

dollars per *diem* for these alone is a low calculation, and will form an excellent basis for the consideration of your Committee. This will be increased for the summer months, in proportion as facilities increase. Land and labour can probably be obtained at a cheaper rate on the northern line, and as far as my inquiry makes me conversant with the fact, limestone for building bridges and ballasting, as well as timber, can be obtained better and cheaper on the same line. The present population on the northern line, will, I am persuaded, be found denser than on the southern. The Americans have furnished a noble example to us in the construction of the Erie Canal, which has opened out, and made most productive, the western section of the State of New York. Your Committee may perhaps presume that in advocating the northern, in preference to the southern line, I am advocating my own interests; but I can assure the Committee that a Railroad will materially injure me, by rendering valueless my river front, upon which I have incurred an expenditure to a very large amount; nor should I have given even an opinion on the subject, had I not been called upon by your Committee to do so. It does not occur to me to say any thing more upon the subject in my present answers to your queries; but I shall be ready at all times to furnish any information that may be required of me.

James Moir Ferres, Esquire, of Montreal, called in, and examined:

Ans. to Ques. 69. I am not sufficiently acquainted with that part of the country to say whether the Trunk Line should pass through the Towns named, but to the general question of its going to the north, I have no hesitation in saying that the interests of the country would be much better served by carrying it in that direction than by laying it down along the St. Lawrence. The country bordering on the St. Lawrence possesses now, by means of the river and the canals, the most complete facilities of intercourse in the world, and sufficient in capacity for all the commerce that will pass through them for very

many years. The back country has no means of transport. If the Trunk Line were made along the river, all the produce of the rear Townships must be hauled to the extreme frontier for conveyance to market. If made to the north, the Townships on either side would be saved immense expense in wheel transport, and the Railway would be more constantly supplied at all seasons, than if made on the front line. Nature herself seems to have pointed out the best line. The St. Lawrence on the south affords unrivalled water communication. The Ottawa to the north will be made equally available to the population that will be near to it, so soon as their numbers will justify the expense of improving it, and overcoming the present interruptions in its navigation. These rivers afford two main lines of natural communication of a perpetual character. What remains? If you are to make a third line artificially that is to benefit the country, it ought to be made, as conveniently as the face of the country will permit, between the two.

Ans. to Ques. 72. The benefit is obvious. It would tend to attract emigrants to fill up the country, not only on the line but far to a distance of twenty miles on each side of it. And I believe that it would materially influence the settlement of the lands beyond the Ottawa. As the farms became cleared within the immediate influence of the road, emigrants would move back. But if the road is made on the River St. Lawrence, I see nothing to induce the settlement of the Ottawa country more rapidly than as at present. The whole country south of the road, lying as it would be between the water communication on the one hand, and the iron communication on the other, would be filled with inhabitants in a short time.

Ans. to Ques. 73. Of this there cannot be a doubt.

Hon. *Hamnet Pinhey*, Warden of the County of Carleton, examined :

Ans. to Ques. 69. I am decidedly of opinion that it would.

Ans. to Ques. 70. I think that the proposed northern route would eventually command more traffic than any route more southerly.

Ans. to Ques. 71. If allowed to qualify my answer by viewing the question to apply prospectively, I think that at some period not very remote, the increase of business would be a satisfactory remuneration for the increased expenditure.

Ans. to Ques. 72. In its politics and commerce I think the Province, as a whole, greatly interested in advancing the progress to fame and fortune of its several parts; and the centralization and expansion of its intercourse, commercial and social, by embracing the Ottawa section of the Province, would be an act creditable to every statesman advocating the proposed route.

Ans. to Ques. 73. Among military men of high repute for these thirty years past and upwards, no two opinions (as I believe) have ever been entertained on this point.

Duncan Sinclair, Esq., Provincial Land Surveyor, of Point Fortune, examined :

Ans. to Ques. 69 and 70. Both these queries I answer affirmatively. My reasons in support of the second, are, that on the northern route the Railway will pass through four County Towns from St. Eustache to Perth, and many flourishing and thriving villages, possessing water privileges to an almost unlimited extent, whilst I am not aware that it could pass through any village of importance on the southern route from its crossing at St. Anns to Kingston, and there being no important water privileges on it. On the south it would only have a country on one side to give it business, and that a very narrow strip. On the northern route, there is as much to come to the road from its southern side as it would have on the St. Lawrence altogether; and it would have a greater extent of country and business from its northern side than what lies between the Ottawa and St. Lawrence, although it would all go to one road. It may be said that if the road be made along the St. Lawrence, that it will secure the greater part of the Ottawa business by means of Branch railways: that might be the case if the River Ottawa could be dried up;

but so long as it can float rafts and steamers as at present, I feel convinced the people of the Ottawa Counties, on either side, will never leave it for the advantages that a railroad on the St. Lawrence route can afford them by means of branches.

Ans. to Ques. 71. I should say No; because I do not think that the difference of cost will be so much in favour of the southern route as many persons suppose; but admitting it to be all that the opponents of the Ottawa route say, still that would be but a trifle in comparison to the difference of income from the way business of the northern route.

Ans. to Ques. 72. Whatever line serves the greatest number of the inhabitants of the Province, and the greatest amount of business, will best serve the interests of the Province.

Ans. to Ques. 73. Not being a military man I cannot say much upon this subject but it must be evident that were we again to encounter such a foe as we had to fight on the Heights of Queenston, Burlington Heights, near the residence of the gallant Knight of Dundurn, Crysler's Farm, or,—take a more recent instance,—the Wind-Mill-Point brigands: if the enemy in either of those cases had a railway within two or three miles of their landing, they would have tried to destroy it, or have taken possession of it for their own purposes. It is not hard to tell which would be best at such juncture,—a road on the frontier, or one twenty-five miles back, where the enemy would be opposed at every step he would advance towards the railway. While an invading enemy would be travelling from Prescott to Bytown, or from Brockville to Perth, we might, by railway on the northern route, convey troops and supplies enough from Montreal to Kingston, or from the latter City to the former, to decide the fortunes of the war in our favour; let it be remembered that one battle, lost or won, may do it.

Ans. to Ques. 74. The Ottawa route should be adopted, because it passes nearer the waste lands of the Crown than the St. Lawrence route, which would, in my opinion, cause those lands to be immediately settled, thereby adding im-

mensely to the Provincial revenues, as well as to the income of the road ; and I think that it would also be the means of retaining many of our enterprising farmers and mechanics from going to the " Far West," lured away by the great talk about railways, cheap lands, and many other advantages they hear of. It ought to be adopted because it would pass near the most extensive and richest bed of iron ore yet discovered in Canada, which is at Hull, and the second in McNab's Township, both of which I think will shortly be opened and worked if a railway went through Bytown and Perth, especially as we have reason to think that English capitalists will be induced to turn their attention to Canada, from the favourable impression it makes on them at the World's Fair. The northern route should be adopted for the Grand Trunk Railway on account of the many favourable points in its line for starting branch railways extending into the interior ; and it ought to be adopted for the Provincial Trunk Line, because its extension from Perth to Lake Huron might soon be expected, which, in connection with the St. Lawrence and Atlantic Railroad, would be the shortest and most direct from the seaboard to the great lakes, which may be considered the Mediterranean Sea of North America, which would give us a lake port communicating with the wheat growing country of the South, and the rich mining regions on the North shore of those inland seas ; and if the railway from Halifax to Quebec should be finished thence to Perth, it would be nearly one-third of the way to the Pacific Ocean,—an event I expect to live to see accomplished,—which, when made, must be near what is now proposed for the Ottawa route to Perth. With all these reasons in favour of the Ottawa route, and none to counterbalance them in favour of the St. Lawrence but two, that are, in my opinion, not worthy of a moment's consideration, viz., that the southern line will cost a few thousand pounds less, and save about thirty or forty minutes' time in travelling. The Ottawa people demand the Trunk Railway on the northern route as an act of justice. They are already paying largely for the interest of money expended on the St. Lawrence, while they receive no direct benefit from it.

F. M. Hill, Esq., Mayor of the City of Kingston, examined :

Ans. to Ques. 69.—I am.

Ans. to Ques. 70.—At present it might not; but ultimately I believe the interior line would afford far the most “way” business.

Ans. to Ques. 71.—I do.

Ans. to Ques. 72.—I think the vast fertile and productive regions of which the Ottawa River and its tributaries form the natural outlets, will furnish a larger amount of business for a Railway than any other portion of the interior of Canada.

Ans. to Ques. 73.—I am, decidedly; and the precedent afforded by the Imperial Government in the construction of the Rideau Canal, shews, beyond a doubt, their view of the subject.

Ans. to Ques. 74.—In addition to my answer to the 72nd question, I would state that a frontier line of Railway between Kingston and Montreal is not so desirable as an interior line, for the following reasons, viz :

That it does not open up any new country, but passes through the oldest part of the country.

That it is a frontier communication through a frontier country, and almost conterminous to a foreign country.

That it is parallel to, and alongside the great water communication of the Province, and in direct competition with the revenues of that communication.

That it affords facilities for a diversion of the trade of Canada to the American frontier and sea-ports.

That it cannot bring into operation one tithe of the water power for manufacturing purposes which can be developed from the Ottawa and its tributaries.

That it will afford no aid in developing the mineral resources of the Province.

That it will be of far less importance to the trade of our great shipping ports, Montreal and Quebec.

That it will not form a line, from which so many other lines of Railway and other communications will radiate, as an interior line.

J. J. Girouard, Esq., of Montreal, examined :

Ans. to Ques. 69.—My answer is altogether in the affirmative. I have always been convinced, and I am more and more so, that it would be infinitely more to the advantage of the Province that the proposed Rail-Road should pass northward, than that it should follow the course of the St. Lawrence.

Ans. to Ques. 70.—According to the knowledge that I possess of the localities, the population, the resources, the produce and the trade of the country, I have no doubt that the Northern line would produce a perennial increase of communication, and a more profitable business than any other direction which might be taken.

Ans. to Ques. 71.—This question takes it for granted that the northern line in question would require an increase of expenditure beyond what would be required by a road passing on the other side. In my humble opinion, the estimates which have been made of the probable comparative expense of the line, are excessively exaggerated. But even should there be an increased expenditure, (which I cannot admit,) I have no doubt that it would be compensated by the considerable profits which this northern line would yield beyond any other.

Ans. to Ques. 72.—I cannot enlarge on the general advantages which would accrue to the Province if the Rail-Road in question is made to pass northerly rather than in any other direction. I shall confine myself to those which present themselves at once, and naturally, to my conception, and which seem to me indisputable, with reference at least to that part of the country of which I am best able to judge.

1. The opening of a Rail-Road North of the River Jesus, or the *Mille Îles*, of the Lake of Two Mountains, and the Ottawa River would at once open an outlet to the agricultural and industrial productions of all that northern part of the District of Montreal the inhabitants of which have suffered so long from the want of a market with which they might communicate, and where they might traffic with facility.

2. This new line of communication would undoubtedly induce the settlement and clearing of numerous lands which are still unconceded in this section of the country, the settlement of which has been hitherto retarded only by the want of ready means of communication.

3. By means of branch-roads from the proposed Rail-Road passing Northward, the riches contained in the section of country south of the Lawrentine chain might be speedily and advantageously opened out, especially the mines, minerals, woods, large pot and pearl asheries, and other means of production contained in the soil, which need only an outlet and a channel to flow out and enrich the commerce of the country.

4. The proposed line would, moreover, have the effect of greatly increasing the growing population of this part of the District of Montreal, and of multiplying the business of all kinds, and the travel, which would be carried on entirely, exclusively, and at all times, by the proposed Rail-Road, and give considerable profits, which would repay the outlay for constructing it, in a few years; while the other lines are far from offering all these advantages, were it only because the navigation abstracts a share of the profits during a considerable part of the year: and, generally speaking, this line would more than any other give a new impulse to industry, agriculture and commerce.

Ans. to Ques. 73.—In a Military point of view, I do not think there can be two opinions; for certainly the northern line offers in a super-eminent degree all the advantages of safety, protection and facility of defence of every kind, and none of the inconveniences which distinguish the other lines proposed.

The Committee proceeded to the consideration of the Bill to amend the Act incorporating the Bytown and Prescott Railway Company, and the Bill was agreed to, with certain amendments.

The Bill to amend and extend the Act incorporating the Montreal and Vermont Junction Railway Company, was considered, and agreed to with certain amendments.

Ordered, That the Chairman *pro tem.* do report the above Bills to the House, as amended, at its next sitting.

The Bill to amend an Act intituled "An Act for incorporating the Toronto and Goderich Railway Company," and to continue the same as amended, under the name of the Toronto and Guelph Western Extension Railway Company, was read and considered. Further consideration postponed until Thursday next.

Adjourned until 10 o'clock, on Thursday next.

Thursday, 31st July, 1851.

MEMBERS PRESENT :

MR. SMITH, IN THE CHAIR, *pro tem.*

Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DICKSON,
 Mr. DUMAS,
 Hon. Mr. HINCKS,
 Hon. Mr. MACDONALD,
 Mr. Sol. Genl. MACDONALD,
 Mr. MORRISON,
 Mr. ROSS,
 Mr. SHERWOOD,
 Mr. SCOTT, of Bytown,
 Mr. SCOTT, of Two Mountains,
 Mr. TACHÉ.

The Committee resumed the consideration of the Bill to amend an Act intituled, "An Act for incorporating the Toronto and Goderich Railway Company," &c.

J. W. Gwynne, Esq., appeared before the Committee in support of the Bill.

The Hon. Mr. *Macdonald* moved that it be—

Resolved, That in the opinion of the Committee, an Act of Incorporation should be granted for the construction of a Railway from Toronto to Guelph, under the provisions of the general Railway Act, now before the House, but that the said Charter should not authorize the extension of the Railway to Goderich.

Upon which the Committee divided :

<i>Yeas :</i>	<i>Nays :</i>
Messrs. Badgley, Cauchon, Dumas, Hincks, Morrison, Scott, (Bytown,) Scott, (Two Mountains,) Sherwood, Taché,—9.	Messrs. Ross, Sol. Gen. Macdonald,—2.

So it was carried in the Affirmative, and Resolved accordingly.

Mr. *Morrison* moved that the Charter do contain provisions allowing the Company to extend the line to Goderich from Guelph.

Upon which the Committee divided :

<i>Yea :</i>	<i>Nays :</i>
Mr. Morrison,—1.	Messrs. Badgley, Cauchon, Dumas, Hincks, Macdonald, (Kingston,) Sol. Gen. Macdonald, Ross, Scott, (Bytown,) Scott, (Two Mountains,) Sherwood, Taché,—11.

So it was decided in the Negative.

Mr. *Ross* moved that it be—

Resolved, As the opinion of this Committee, that in recommending a Charter to be given to a Company to construct a Railroad from Toronto to Guelph, the Committee had a view of facilitating the communications of the inhabitants of Guelph or the adjacent country with Toronto, and not, the facilitating the construction of a line of Railroad from Guelph to Goderich as a competing line to the Great Western Railroad Company.

Upon which the Committee divided :

<i>Yeas :</i>	<i>Nays :</i>
Messrs. Dumas,	Messrs. Badgley,
Macdonald, (Kingston,)	Cauchon,
Sol. Gen. Macdonald,	Hineks,
Ross,	Morrison,
Sherwood,	Scott, (Bytown)—5.
Scott, (Two Mountains,)	
Taché,—7.	

So it was carried in the Affirmative, and Resolved accordingly.

Mr. *Cauchon* moved, That the question of the proper Gauge to be adopted for the proposed Main Trunk Line through the Province, be now taken up for consideration by the Committee.

Upon which the Committee divided :

<i>Yeas :</i>	<i>Nay :</i>
Messrs. Cauchon,	Mr. Scott, (Bytown)—1.
Dumas,	
Morrison,	
Macdonald, (Kingston,)	
Sol. Gen. Macdonald,	
Ross,	
Scott, (Two Mountains,)	
Sherwood,	
Taché,—9.	

So it was carried in the Affirmative, and the Committee accordingly proceeded to the consideration of the question,

The Hon. Mr. *Macdonald* moved, that it be—

Resolved, That in the opinion of this Committee, a medium gauge of 5 feet, 6 inches, is the one best adapted for the promotion of Canadian interests, and should be recommended to the House of Assembly, as such.

Upon which the Committee divided :

Yeas :

Nays :

Messrs. Badgley,
Cauchon,
Dumas,
Hincks,
Macdonald, (Kingston,)
Sol. Gen. Macdonald,
Morrison,
Scott, (Two Mountains,)
Taché,—9.

Messrs. Scott, (Bytown,)
Sherwood,—2.

So it was carried in the Affirmative, and Resolved accordingly.

The Hon. Mr. *Macdonald* moved that it be—

Resolved, That in the opinion of this Committee, the said gauge of 5 feet, 6 inches, should be adopted as the proper gauge for the Main Trunk Line of Railway through the Province, Westward to Hamilton, and should also be recommended by the Government to the Directors of the Great Western Railway Company for their adoption.

Upon which the Committee divided,—and the names were taken down as in the last preceding division.

So it was carried in the Affirmative, and Resolved accordingly.

Ordered, That the chairman *pro tem.* do report the above Resolutions (in relation to the gauge) to the House, at its next sitting.

The Hon. Mr. *Macdonald* moved that it be—

Resolved—That, in the Charter for a Railway from Toronto to Guelph, a clause should be inserted, fixing the gauge for such Railway at 5 feet 6 inches.

Upon which the Committee divided :

Yeas :

Messrs. Badgley,
Cauchon,
Dickson,
Dumas,
Hincks,
Morrison,
Macdonald, (Kingston,)
Sol. Gen. Macdonald,
Taché,—9.

Nay :

Mr. Scott, (Bytown)—1.

So it was carried in the Affirmative, and Resolved accordingly.

The Bill to amend the Act for incorporating the Toronto and Goderich Railway Company, was then amended in accordance with the foregoing Resolutions, and with the provisions of the General Railway Clauses Consolidation Bill (now before the House),—and was agreed to, as amended.

Ordered, That the chairman *pro tem.* do report the said Bill to the House, as amended, at its next sitting.

Ordered, That the Bill to incorporate the Montreal and Kingston Railway Company, be taken into consideration to-morrow.

Adjourned until to-morrow, at 10 o'clock, A. M.

Friday, 1st August, 1851.

MEMBERS PRESENT :

MR. SMITH, IN THE CHAIR, *pro tem.*

HON. MR. BADGLEY,

MR. CAUCHON,

MR. DICKSON,

MR. DUMAS,

HON. MR. MACDONALD,

MR. SOL. GENL. MACDONALD,

MR. MORRISON,

MR. SCOTT, of Bytown,

MR. SCOTT, of Two Mountains,

MR. SHERWOOD,

MR. TACHÉ.

The Committee proceeded to take into consideration the Bill to incorporate the Montreal and Kingston Railway Company.

The Hon. R. U. Harwood, of Vaudreuil, called in, and examined :

Ques. 75. Which do you consider the best line for a Main Trunk Railroad between Montreal and Kingston: the one known as the St. Lawrence route, or the more northerly one passing by L'Orignal; and what gauge do you consider best suited to such road?—I consider that a road leading from Kingston direct to Montreal, passing through the County of Vaudreuil, and crossing the Ottawa at the old Steamboat Locks to Isle Perrot, and thence at St. Ann's to Montreal Island, would not only be very much shorter than the one petitioned for, having a more northerly direction, but cross the Ottawa at points that offer the greatest facility to the construction of bridges suitable for railroad engines, and where they would be free from any possible danger from floods or jams of ice; as these points are parts of the Lake of Two Mountains that are crossed; a lake, the rise and fall of which is not over six feet, and where the ice remains until it rots, as in a mill pond; a lake with several discharges, the largest of which is by the rear of the Island of Montreal, and which gives this per-

fect security at St. Ann's and Vaudreuil. The character of the country is so well adapted to railroads, that no physical obstacles will be found to exist to prevent almost an air line being taken from Kingston to the Bridge from Vaudreuil to Isle Perrot. I speak mostly in reference to my knowledge of that part of the country from Prescott down; from Prescott up I know less, but I feel confident that there need at any rate be but little deviation; and I think an actual survey will sustain this opinion. It only requires a reference to the maps of the country to feel assured that the distance must be much greater by the northern route, and from what knowledge I have of the country, I am sure it will be found much more undulating, and to grade it for a railroad much more expensive per mile, at any rate from Montreal, until you get into the valley of the Nation River, and there I believe it will be found that the soil is not near so firm or suitable for railroads as by the direct route; and that in crossing the Ottawa at the points indicated for the northern route, the bridges must be necessarily far more exposed to being carried away by jams of ice, as the whole water is crossed by bridges, where it cannot turn off by other channels in case of choking, and would be much more expensive. Indeed the construction of bridges at the points indicated by the northern projectors, would, I consider, be not only very expensive but ever attended with great danger of being carried away; a contingency that on a road of this importance should be, if possible, avoided. I consider that the interest of the Province at large requires that not only the least expensive and safest route should be adopted, but the one that will give the greatest chance of our drawing the largest portion of that immense trade and travel with and to that boundless "Far West." There is to be one world's road "*par excellence*" across this Continent to carry the trade and travel from Europe and the Eastern States and Provinces to that Far West, which will stretch on west, west, west, until it reaches the Pacific. The very amount of population that now annually travel over this Continent to the Pacific shores, notwithstanding the danger and toil, will force it on, when not only the trade and travel of the Pacific shores, but with three hundred millions of population in

China, to say nothing of the East Indies, must and will largely be forced over these roads. The strife for preference is to be between this Great Trunk Road through Canada, and the roads leading from the Atlantic shores through the Eastern States and State of New York to the same common point in Michigan, from whence all existing roads, and all projected ones, start for the "Far West." Nature has given us a country better suited to railroad from opposite Detroit down towards the Atlantic shores than what she has done going through the State of New York; but we have to contend with a people of great mind and energy, and not a chance should therefore be thrown away, when the Trunk Road will not only be preferable, but being so, become highly remunerative both directly and indirectly, and give confidence to Canadian railroads, that will provide the means to construct all judicious branches. Further, this direct road will run through the largest and wealthiest portion of the population, and be in the position the better to take up and continue on the commerce and travel of the St. Lawrence, when the rigor of our climate has sealed it up. This direct Great Trunk Line will form a natural base line for branch lines to fall into, and so as to open out the largest breadth of fine land between the two great rivers. A branch line, and a very important one, would leave with advantage the Main Line at the valley of Rivière à Delisle, and proceed near Alexandria direct to Bytown, where it will be found that the finest possible levels exist, and leading by the shortest route from Montreal to Bytown, through the rich broad lands of the Ottawa. This branch line from Bytown to the Main Trunk Line, would not be fifty miles long, and which would bring Bytown within from ninety to ninety-five miles of Montreal, where they would not only be in communication with that city, and its sea going vessels, but with the roads to Quebec, Portland, Burlington, and by the St. Johns road, with a distance of forty-one miles, reach Rouse's Point on Lake Champlain, putting Bytown, (going through Montreal by railroad,) at a distance of only one hundred and thirty-six miles from Rouse's Point, against the distance, by the projected

Railroad to Prescott, of first sixty miles to Prescott, two miles crossing river to Ogdensburgh, and one hundred and seventeen and a half miles from Ogdensburgh to Rouse's Point—together one hundred and seventy-nine and a half miles. Can any thing shew more clearly the propriety of a great direct Trunk Line being at once laid out, and constructed without reference to sectional interests. The importance of this Main Trunk Line is such, that to me it appears clear that public interest demands that the gauge should be one of a width that will give, with the least cost, the greatest power and capacity. The gauge five feet six inches, as adopted upon the Portland Railroad, comes up to that requirement, giving nearly all the advantages if not all, that the six feet gauge gives, used on the New York and Lake Erie Railroad, and chosen by that intelligent people at a later day, when more knowledge was had of the power and speed that could be attainable on a railroad than what Boston had when her energy pushed her long lines of railroads of the narrow gauge. The wider gauge gives more width for engine, more room for fire and boilers, and consequently more steam, therefore power, can be generated, than is possible on a narrow gauge. It gives a far greater width of platform for passengers' cars, freight cars, &c., carrying the given weight that each axle will bear lower down, and therefore producing less oscillation, and therefore less friction and strain on the journals, I should suppose. It will give the opportunity of constructing cars with conveniences suited to the long distances that parties will one day travel over these roads, that the narrow gauge precludes, and the cost of all will be but little more.

Chas. P. Treadwell, Esq., Sheriff of United Counties of Prescott and Russell, called in and examined :

Ans. to Ques. 75. I am of opinion that no exclusively through line on this continent will ever pay an interest on the capital expended in its construction, and that if from its peculiar position any line on this continent would bear that designation, it would be a line along the St. Lawrence, having the splendid

canal on the one side, which, according to the best information I can get must take freight and passengers about seven months in the year, leaving only five months for freight and passengers by the Railroad, which is a trifling comparison in proportion to the through business of twelve months, including the summer season ; whereas a Railroad by the northern route would command way business every day in the year, and nearly every hour in the day ; and as it is extremely probable that the way business would, soon after the completion of the road, pay for operating it, the through business would go toward paying the interest and the creating of a sinking fund, for the extinguishing of the debt incurred in the construction of the work. In my opinion, however, a Railroad by the southern line would be merely an extension of the present Lachine Road, paying no better interest. It has been most unfortunate for Canada that more judgment has not been shewn in the construction of its railroads hitherto laid down, with two exceptions,—the Champlain and the Rawdon. These unfavourable circumstances have done much to deter capitalists from investing their means in enterprises of this nature, by which the country would have been improved, trade, commerce, and agriculture advanced, and its internal resources developed. A system of constructing railroads from town to town and from village to village, has been adopted through the New England States, and the value of property increased five-fold by these operations, and the trade and commerce of their principal cities doubled thereby. And while the good sense and judgment of persons settling down and creating towns, and a spirit of confidence in each other, and self-reliance in themselves have induced them to form a connection from one end of the country to the other, we, as a country, have stood by and been disputing among ourselves about straight lines, which, when made, nine times out of ten, do not return a fair interest ; and by this means a fearful discouragement is put upon subsequent enterprises of the same nature. It is proved beyond a doubt that many of the lines that are laid down from town to town, and extended, by this means, through the country, besides accommodating the enterprising inhabitants, who first built up their

towns and afterwards their railroads, the proceeds of their lines have enabled them to construct other and more direct lines of communication between the great lakes, their principal towns, and the seaboard ; whereas, had they stood upon the principle of constructing straight lines of road, by which little or no way travel could have been commanded, they would yet have been destitute of those advantages of speedy and cheap communication. In all these public works the opening up of the country should have great weight with the Legislature in granting charters, and in providing means from the public purse for their advancement. If the line is constructed immediately along the St. Lawrence it opens up no new country whatever, and it must always be some opposition to our splendid works now constructed. Even should it be placed ten or fifteen miles from the St. Lawrence, it must destroy, in a great measure, the Towns beautifully situated on the banks of the river, and divert a large share of the business from them ; whereas, by laying it forty or fifty miles in the interior, it opens at once a country that is now in a thriving state, and which has, even at this moment, a larger surplus of agricultural and other produce than can be found in the opposing section, without the advantage of the communication already referred to. When the decision was made public at the Bonsecours market, on the 4th March last, in favour of the southern line, I must confess myself wholly at a loss to know on what premises they had based their conclusions,—when the Ottawa country, containing an area of eighty thousand square miles, and the produce of whose forests and fields load three fourths of the vessels that sail from Montreal and Quebec, was left out of the estimate for fear of making fourteen and a half miles of railroad and one extra toll-bridge,—when even this distance was obtained by making one common point of departure for both lines, instead of commencing with the northern line from the foot of the current below Montreal.

I am of opinion that the Imperial Government will not treat as a light and trivial matter, the construction of a Railroad along a line of Country that might become an enemy's frontier—which will require an outlay of nearly a million of money,

together with their guarantee—when with a very slight if any increase of expenditure a safe internal line of communication can be obtained. It is contended by some (but I find on a careful examination that their opinions are incorrect) that sawed lumber cannot be carried with advantage over the Railroads—but I find that large quantities are sent from Dunkirk to New York, a distance of more than four hundred miles by rail—and that even masts are sent from St. Johnsbury, Vermont, to Boston, a distance of about two hundred miles, by the same conveyance. I have taken the liberty of extracting from one of Sheriff Coffin's well written letters in favour of the Ottawa, the following observations to prove the correctness of our position. He says:—"In contrasting the merits of the two lines of communication from Montreal to Prescott, by the St. Lawrence or by the Ottawa, it may be as well to take into consideration first the question of distance. The distance from Montreal to Prescott by the St. Lawrence is one hundred and thirty miles. The distance from Montreal to Prescott via the Ottawa, is not more. This assertion is made in the absence of all exact survey, but with every wish to approach exactitude, and will be better understood by referring to a good map, and by noting the course of the Ottawa in reference to that of the St. Lawrence. The 'bridging' and expenses contingent on the same may be calculated at about equal." * * * * *

"With regard to the amount or extent of intermediate transportation, it may be as well to observe, that whereas, fifty-five miles of Railroad extending in the direction of Prescott by the St. Lawrence, would most probably terminate in an open field, some twenty miles or so below Cornwall,—and whereas, it is very clear that the road must be completed throughout to Prescott before it could compete or co-operate advantageously with River and Canal; the same extent of Railroad by way of the Ottawa would terminate at Grenville, from whence Bytown may be now reached by uninterrupted Steam Navigation in the space of three or four hours." * * * * *

"And we rely equally on the French Canadian farmers, the wealthy and intelligent *habitants*, to whom a want of enterprise and confidence has been imputed with an equal lack of generosity and

justice ; of confidence he has naturally only too much, in his particular line he lacks neither enterprise nor energy, but the ways of the rail are, as yet, not his ways ; if we have preceded him in this matter, it is our good fortune, not his blame ; what experience has taught us, experience will impress upon him ; he may look timidly at first upon a costly project disagreeably suggestive of other and still more specious failures, but he will see as we saw, and he will be convinced as we were convinced, not one whit more slowly or more cautiously ; and once convinced, he will embark in undertakings of this nature with as much alacrity and courage as any other constituent of the population of Canada."

From a letter written nearly three years since, I beg to make the following extracts :

" It will also, by connecting Lachine with the St. Eustache, bring an excellent farming country within forty minutes of the City, so that persons wishing to reside in the country, and enjoy the luxury as well as the economy of such a residence, and at the same time attend to their interests in town, will be enabled to do so with comparatively little expense ; neither must it be forgotten that the markets will be better supplied with all kinds of country produce, whilst the vast water power afforded by the two branches of the river which form the Islands of Montreal and Jesus, will induce Capitalists to engage in various kinds of manufactures, by which the country will progress in commerce and increase in wealth. As the line proceeds upwards, between the Grande and Petit Brulé, it will pass over a level tract of land well adapted for cultivation."

" The next great object to the Company will be the crossing of the Ottawa. This I am confident will be found practicable at any point from Struthers' Island (now Watson's) to the large Pier, at Hawkesbury Mills. The only question for the engineers to determine, being the place of easiest approach to, and departure from, the river. The above named mills belong to the estate of the late Honourable George Hamilton, and were carried on with great advantage under the management of Messrs. Hamilton & Low. They have been visited by several

of our Governors, and other persons of distinction, and have been declared to be the most perfect and best regulated establishment for the manufacture of deals in the British Provinces. They are now under the direction of Messrs. Hamilton and Thomson, and may be stated to manufacture annually near half a million of pine deals for the British market." "Now, if all the bright deals made by this establishment were taken from the mill by Railroad, and could be shipped from the wharf at Montreal, and sold there for only one pound additional per hundred pieces, being the difference between bright and floated deals, this alone would secure to the Railroad Company a yearly income of nearly five thousand pounds, and at the same time make deals worth as much at the mills as they are now at the shipping Port; and whenever the trade shall become unprofitable, either from scarcity or otherwise, the vast water privilege, and the great extent of the facilities for employing it, may yet render this place the Manchester of Canada." "At L'Orignal the freight and passengers of the upper section of the Ottawa will be secured; this, together with that of the country around, will, it is confidently expected, form a very large annual item; and when the communication shall be opened up from the Ottawa to the French River and to Lake Huron, this place will be on the direct route thence to the Atlantic, both at Portland and by the Gulf of the St. Lawrence." I also bring forward an extract from a correspondent of the Montreal Herald, under date of 21st January, 1851, signed "Earnest." He says: "I am pleased to see our Canadian friends coming into the war of pen and ink on this subject; but would be better pleased to see them offering to make the impression indelible by proposing to load their arguments with a little more of their hard cash. I have endeavored to consider seriously the real merits of the two proposed routes, and must say, I cannot agree with the views of 'A Canadian,' in yours of the 9th instant. He, it appears to me, is personally interested in the Southern route, and attempts to prop its fading popularity by a variety of ideas founded upon no reality. The mind of the public is awake on the subject; 'combination,' without arguments supported by facts, will no longer take effect. The

question then arises, what statements made in favor of the South are incorrect, and what facts can be established of sufficient weight to settle the question in favor of the North? I have not given the matter sufficient attention, and cannot devote sufficient time to the subject to enable me to present to your readers very weighty considerations in favor of either; such as they are I humbly submit them." "I beg to correct 'A Canadian' when he writes 'with only the Ottawa to cross at St. Anns.' The Ottawa must be crossed at Vaudreuil, as at St. Anns; the bridge at St. Anns must be of such a character as to require a very heavy sum for its construction; the peculiarities of the place, with its current and channel, are such as to warrant one in saying that more than one unsuccessful effort will be made to construct a bridge there that will stand, and not obstruct the navigation." He says further: "I do not invite those interested to headstrong combinations, that are supported only by selfishness, with the view of carrying out pet views; but I do invite them to serious, honest above-board considerations, which I know to be the only ones that will be to their own, as well as to the public advantage. I feel assured, upon consideration, the people of Prescott, and from thence fifty to sixty miles downwards, have no idea of assisting, and when they look into it, will not assist in sending the road by the south, where they must support a road for the convenience of the country below them, which can contribute but little towards its business; while, on the other hand, in facilitating the establishment of the road by the north, each proportion will be able to bear its own expense, thereby making the expense of freight and travel on the whole lighter, and the profit more certain." I give you a further extract from a letter written by Mr. Duncan Sinclair to the inhabitants of the "County of Two Mountains," dated 30th January, 1851: "Many persons may be ready to say that we are not in possession of sufficient data, to enable us to arrive at an approximate calculation of the amount of traffic from the country, or the returns to be expected from it. Although this will be admitted as partly correct, yet I think I shall succeed in showing it to be not only a safe but a profitable investment for either individuals or the

Municipality.” “I have ascertained that upwards of twenty thousand cords of wood have been prepared for the market in the Township of Chatham, during one season. This wood costs about 7s. 6d. per cord in being taken to Montreal in boats or barges ; but the above quantity might be doubled for many years, were a ready sale to be found, such as a Railway would be the means of creating, as it is, though, the wood can be carried from Grenville to Chatham at 5s. the cord. The hilly region in Chatham, the rear of Argenteuil and St. Columban abound in excellent hard wood, to bring out which, and the transporting it to the city, would, I am persuaded, form a large and profitable business both to the back settler and the Railway Company, and furnish the citizens of Montreal with fire-wood cheaper than they get it now. I have consulted several persons who think the quantity set opposite to the following places lower than may be expected, viz :

Chatham,	30,000	} at 5s. per cord, £10,000.
Argenteuil,	5,000	
St. Scholastique and		
St. Columban,	5,000	

For the travel and carting from the country, let us take the tolls as a basis for our calculations :

	s.	d.
St. Eustache Bridge, horse and cart	0	5
Lachapelle's " " "	0	5
Toll Gate	0	4
Tolls inward or outward	1	2
Or both ways	2	4
The amount of Tolls collected at the St. Eustache Bridge during the Summer season.....	£550	0 0
Lachapelle's Bridge the same.....	500	0 0
The Toll Gate.....	440	0 0
Total for summer travel.....	£1540	0 0

As the winter business is much the greater we will be quite safe in doubling the above sum, for the whole year say..... £3080 0 0

If the railway will take a man and the load that his horse would carry at 4s 8d, which is quadruple, the inward toll or double both tolls—save him at least one day and more, frequently two days—besides keeping his horse and save the wear and tear of the animal, I think that it will be an incalculable benefit to the traveller, and to the man that does his own carting, and yield to the R. R. Company..... 12,320 0 0

County of Two Mountains..... 22,320 0 0

It is confidently stated by parties whose opinions are entitled to respect, that the business the Hawkesbury Mill (yearly) will amount to 5,000 0 0

£27,000 0 0

For further particulars and statistics, I beg to refer you to the papers enumerated in the Schedule attached to my evidence.

I beg to put in a pencil sketch, which will show the position of the County of Vaudreuil when it shall have its Railroad and Trams completed (which, by the by, I think will not be done.) No. 1 shews the Beauharnois Canal; No. 2, the magnificent St. Lawrence; No. 3, the intended through Railroad from Montreal to Kingston; No. 4, the Tram Road proposed from the St. Ann's Bridge to Bytown; No. 5, the splendid Ottawa and Lake of the Two Mountains. This would shew five communications for the accommodation of the County of Vaudreuil, while the Counties of Two Mountains and Terrebonne, and the continent connected therewith, if I may be allowed the expression—are to be deprived of the Railroad. This is, however, an act of injustice, that I feel confident will never be perpetrated by our Legislature. When the proposition was made for a Tram from St. Ann's up the Ottawa, I remarked that the Ottawa section of the country was entitled to as good a railroad as money and engineers could make, and

I think I shall be fully sustained in that opinion. Objections are made to the practicability of bridging the northern line, which, when carefully examined, will vanish in thin air. Mr. Lachapelle, an enterprising, self-taught French Canadian, proved its practicability to a demonstration more than twenty years ago, by constructing a bridge, which in point of strength, durability and convenience to the public, has scarcely been equalled by any that have been more recently built, and which, I believe, has proved no impediment to the river by rafts. No one will presume to say that there will be one particle of difficulty in bridging the River at St. Eustache.

Two Engineers of eminence, Messrs. Fleming and Gzowski, have decided that there can be no possible difficulty in bridging the Ottawa at Watson's Island, in the Long Sault. This sets the matter at rest, beyond a doubt. I hope that I may be pardoned in mentioning an opinion that has been given to me by gentlemen learned in the laws of the land, in reference to constructing bridges at St. Ann's and Vaudreuil. It has been stated that these points offer obstacles, that interfere with the constitutional rights of the public; but as this is an abstruse question of much difficulty, I do not feel competent to offer any opinion on it. In reference to laying down a track for railroad from Montreal to Alexandria, and thence to Bytown, in preference to pursuing the route by the Long Sault, Hawkesbury Mills, L'Orignal and the Caledonia Springs, thence to Bytown and Kingston, I do not think that the gentleman making this suggestion was really serious—in such discussions a good deal of latitude must always be allowed where two parties are contending. As the honourable gentleman has been pleased to provide a connection between Bytown and Montreal, by way of Alexandria, at the expense of all other sections of the Ottawa, I will in return provide a communication for Alexandria, viâ the Caledonia Springs, by extending a tram road from the Springs to Alexandria, the centre of the County represented by the Honorable the Solicitor General, and although I think the rise would be considerable, yet I think the grade would be regular, and therefore easily over-

come ; but not having travelled the route personally, I can not speak with absolute certainty.

There is now a letter of mine before the public on the subject of the two trams mentioned in our notice—the first passing through Terrebonne, and extending northerly to the distance of forty miles from the Main Trunk ; and the other leaving the Main Trunk at the Caledonia Springs, and extending up the Valley of the Nation, through the Township of Mountain. I have no hesitation in giving it as my decided opinion, that these three trams, if constructed upon the same principle as the Rawdon road, would return a better interest on the capital invested in the construction, than that invested in the Main Line ; but I wish it to be distinctly understood that I consider the capital expended in the Main Line to be a favourable investment.

By referring to Mr. Fleming's report, you will observe that he states, that from a good deal of curvature being necessary in the southern line, he does not consider that the northern line would be much longer than the southern one, and at the same time he remarks, that with the facilities which that line affords, the railroad may be constructed for ten per cent. less than the opposite one, with the exception of the bridges ; and I would beg to state as my opinion, that when so constructed it would be travelled in less time.

It was very properly observed by an Honourable Gentleman of the Committee, that the party in favour of the southern line employed an engineer to report in favour of their line, and that persons in favour of the northern line adopted the same course. I would beg to remark, that the report of the engineer of the southern line has, I believe, been severely criticised by writers in the "Bytown Packet," the "Ottawa Citizen," and the "Montreal Gazette," while Mr. Fleming's report on the northern line has had a circulation of more than twenty thousand copies of the newspapers, and I have yet to learn that it has ever been controverted.

In conclusion I would remark, that the notice of Petition for the northern line was signed by more than two hundred and sixty of the first inhabitants in point of wealth, energy, respect-

ability and talent, resident between Quebec and Kingston. This circumstance alone should induce the Committee to take the subject into their most favourable consideration. Moreover, in addition to the previous arguments adduced, if the opening up of a speedy communication from a fortified to a garrison town in case of war, and affording to the city of Kingston an easy access to the country in its rear, rich in mineral and agricultural products, and of securing to Montreal an immense trade from the Ottawa as has already been shewn—if these arguments can have any weight, the northern route should of course be adopted. In reference to the proper gauge, it is a subject of great importance, and not being an engineer, I do not feel myself competent to give an opinion.

[Witness read to the Committee the following letters, as connected with the subject of his evidence.]

OTTAWA, 15th December, 1849.

*To the Editor of the
"Life at the Springs."*

SIR,—In a letter addressed to the Bytown Gazette, and published in that Paper on the 9th of March, 1848, I attempted to draw the attention of the Canadian public to the subject of constructing a Railroad to the Mining Districts of Lake Superior, and to point out the route.

In that communication, I assumed the position that the Quebec and Halifax Railroad scheme would be carried out. This at present seems doubtful; nevertheless, I cannot for one moment abandon the idea of its final success. Such has been the case with many other great works that have been projected; they have had their times of opposition, and the projects have been for some time abandoned, but they have been resumed, and finally carried through, with great advantage to the public and the shareholders. Such, I feel assured, will be the case in reference to the Quebec and Halifax Railroad, and that when commenced, it will be carried through without interruption from Quebec to Lake Superior, by the valleys of the St. Lawrence and the Ottawa. Some parts of the work are progressing as fast as could be expected, considering the situation

of the country, and the great commercial embarrassment that has been felt for the last few years. I am of opinion that the Boston and Ogdensburgh Railroad Company would construct a Railroad from the mines of Lake Superior to meet their own work, making Prescott the lower terminus. Then, if the St. Lawrence and Ottawa Grand Junction Railroad was completed, according to the plan laid down in my letter of January last, and published in your paper of that date, this country would advance in prosperity with unexampled strides.

When a Railroad shall have been completed from the Western mines that have been discovered on the shores of Lake Superior, the idea at once presents itself to the mind, why not proceed on through the British territory to the shores of the Pacific, and by this means, secure to a great extent, the carrying trade from the Eastern to the Western world,—this being the most direct, and by some thousand miles, the shortest route.

It is now more than four years since I spent an evening at an Inn on the Ottawa, in company with a gentleman of education from London, when I brought forward the subject of a Railroad from Halifax to the mouth of the Columbia River. We discussed the practicability of the scheme, and the immense advantages that would arise to the North American Colonies and to Great Britain by the accomplishment of this great work. The amount of money that would be expended while in progress, the immediate settlement of the country by the labourers employed in its construction, the amount paid to the farmers along the line, who would be required to furnish forage and coarse grain, that could not be transported from other sections of the country. These are a few of the many advantages that the carrying out of this great work would produce. The originating and carrying out of some great scheme of improvement in the North American Colonies would, in my opinion, in a great measure, allay political discontent, and the people of Britain would in a most unequivocal manner, disclaim the opinion that has gone abroad from some quarter, that Great Britain is desirous of throwing off her North American Colonies. A few of the Colonists themselves will perceive the error into which they have fallen.

Confidence between the Colony and the Parent State would be restored, and it would raise the Colonies to consequence in the eyes of other nations.

This Railroad, when completed, might have five termini on the Atlantic coast, viz : New York, Boston, Portland, Halifax and a Port further North in the British possessions. This would cause to spring up at the most Western cape in Ireland, a great depot for many of the products of Great Britain, from whence they might be taken by freight steamers, and landed on this side of the Atlantic, when they would be put on board freight cars and transported to the shores of the Pacific, and throughout the intermediate country, towns, and cities that now are or may spring up in the immense country that intervenes between the two Oceans. From twenty to thirty days only will be required for a tour from England, France, Spain or Holland, to the mouth of the Columbia River, and California. This communication, when completed, will produce a change in the commerce of the world, of which we can form no adequate idea ; and although the subject may at first sight appear wholly impracticable, still, when it is duly considered and viewed by sections, it will not appear to be a subject presenting insurmountable difficulties. It offers a line of communication more direct between the Eastern and Western world than any route through the United States, with either St. Lewis or Memphis for a terminus : with a British capital, and energy of character, and with liberal charters to allow American capital to flow into the country, together with their knowledge and enterprise, there can be no doubt of its success. The great point now to be determined, is its proper location. On this subject there is a great misapprehension. The idea of making a Railroad in a direct line from one point to another, because it is the shortest route, is erroneous.

The first point is, where can the greatest amount of business be secured to the line ? The second is, where is the easiest grade, and the most level and firm land ? The route that combines these advantages is the preferable one.

The expense of grading hills should be avoided in the first construction of a Railroad, for a great ascent and descent will

ever after cause delay and detention of the trains. Time will soon be the only standard by which cheap transit from place to place will be determined.

The American system will probably be the one adopted in carrying out this great work, for the want of sufficient capital. The difference of the system established in Great Britain and the United States is this,—the former estimates how much money can safely be invested in an enterprize to give a certain, yet moderate return of interest, and to complete the work in the most substantial manner possible; the latter, with how small a sum the object in question may be effected, within the shortest possible time, and to construct such sections first as shall make an immediate return, and assist in carrying forward the other more remote sections of the work.

I here merely throw out a few hints, and hope that an abler pen will take up the subject, and give it that consideration which its magnitude justly demands.

(Signed) CHAS. P. TREADWELL.

A true Copy from the

“Life at the Springs” Paper,

Dated 2d April 1849.

C. H. LEONARD.

CLARENCE, April 24, 1851.

MY DEAR SIR,—Your letter of the 18th instant has been long in reaching me, and I regret I do not possess the necessary documents to give you the statistical information required, and the Clerk of our Municipality, who has the Assessment Rolls, resides so far away, that it is not possible to ascertain the particulars you want in time for your purpose, otherwise I should be most happy to comply with your request.

The present population of Clarence is about 300.

The valuation of property for 1849 on the old principle, was about £3000 (three thousand pounds).

Three years ago the population of this County was about 1500.

Our developement has been gradual, but many agencies are now conspiring to give impulse to our progress, and the establishment of Roads and Railroads would expedite the improvement of a new country like this at a rate little dreamed of.

The cheapening of the Crown Lands is beginning to effect us favourably. Such advancement in Road-making as we have made has also had its benefit, but more thorough communication by land with the other portions of the Province is necessary fairly to open up this heretofore shut up country, and introduce into it settlers who will make corn fields of the wilderness, and cause trade in abundance along the line of travel.

You will doubtless in your estimates of population and property distinguish between new and old settlements. The present condition of new settlements forms no criterion of what they will be when opened up, while the growth of old settlements will be nothing in comparison. I think this ought to be prominently borne in mind, and in making a Railway the trade that the Road will create should be looked at, as well as the trade that already exists.

The creation of trade in opening up a new country must be infinitely greater than in passing through an old country. Again, a Railroad built near the St. Lawrence will have to compete with the trade in the River. In passing here no competition can obtain. It was considered when the Rideau Canal was made, that this work was necessary in case of a war. If this argument was of any force in reference to a Canal in the interior, and removed from an enemy's frontier, it is of equal force with regard to the Railroad.

The Ottawa region is destined at no distant day to claim a much larger share of attention than it has as yet enjoyed, and it will be neither safe, wise, nor politic to give it the go-by. it supplies a large item of revenue to the country; it contains unlimited tracts of land for timber and farming purposes. Its mines and its privileges for manufacturing operations give promise of greatness to which we may look with pride and expectation, and say we have verily a good land, but we must go up and possess it, and to do this, we want roads. Roads is our first and last want.

Those who give their means, their time, and their energies to this object, are patriots to their country—they are philanthropists in the true sense of the word. In attending to this object they begin with the first want of the country. They open a way to the interior farms, and give them value at once. The farmer has a way to mill and to market; the school, the meeting, are all useless without a road. One road also makes another; as money makes money, so one leading road makes many bye-roads.

Build a trunk Railroad through the centre of the country, and a thousand roads will appear leading to it, and wealth and intelligence and happiness will follow in the track of all, and as morality and loyalty are fruits of contentment, and contentment must be promoted hereby, those who are instruments in effecting such improvements deserves well of their country.

Yours truly,

WM. EDWARDS.

VANKLEEKHILL, 28th July, 1851.

DEAR SIR,—I received yours of the 21st inst., requesting a Profile Plan of my survey from McRibbon's Ferry to the Caledonia Springs. As I had no finished plan of the same, and as Mr. McIntosh thought it would be too late to make a new one, I have allowed him to send you the original rough draft, which is substantially correct.

With reference to the heights of the Four Corners and Vankleekhill above L'Orignal, it would take some time to ascertain them exactly; I have, however, from one observation taken on the top of McKee's Hill, ascertained their approximate heights as follows, viz:

Four Corners, height above L'Orignal	90 feet.
Vankleekhill, do. do. do.	200 "

These results are, I believe, not far from the truth.

I am, Dear Sir,

Yours truly,

ROBERT HAMILTON, P. L. S.

Chas. P. Treadwell, Esq.,
Toronto.

[Witness handed in certain papers, referred to in his Evidence,—for which see Appendix (No. 7.)

Schedule of Papers appended to the Evidence of Mr. Treadwell.

- A.—A chapter on the St. Lawrence and the Ottawa,—extracted from a paper by Wm. F. Coffin, Esq., Joint Sheriff of the District of Montreal, entitled “Three Chapters on a triple project.”
- B.—Letter from C. P. Treadwell, Esq., published in the Montreal Herald of 30 Nov., 1850, with Report of a Survey of part of the St. Lawrence and Ottawa Grand Junction Railway, by Mr. Robert Hamilton, Prov. Land Surveyor.
- C.—Letter published in the Montreal Herald of 25th Jany., 1851, (signed “Earnest”) pointing out the claims of the Northern Line from Montreal to Caledonia Springs.
- D.—Letter from Mr. Duncan Sinclair Prov. Land Surveyor, on the same subject.
- E.—Extract from the Montreal Gazette of 12th May, 1851,—containing a letter signed “Ottawa,” relative to Mr. Gzowski’s Report on the comparative merits of the Ottawa and St. Lawrence routes,—Report of Mr. Fleming on the northerly route,—Letter from Mr. Treadwell, communicating the same to C. A. Low, Esq.,—Statistics prepared by Mr. Treadwell, of population, valuation of property, products, &c. along the proposed line,—and Remarks (from the Bytown Packet) shewing the extent and value of the Ottawa Country.
- F.—Extract from the Montreal Gazette of 9th June, 1851, containing a second communication signed “Ottawa” on the subject of Mr. Gzowski’s Report,—and a letter from C. P. Treadwell, Esq., on the subject of Branch Roads, and the gauge to be adopted for the Railroad.
- G.—Copy of the notice inserted in the Canada Gazette and other papers, of the application to Parliament in favour of the northerly or Ottawa line, with the names of the applicants.]

Charles Sparrow, Esq., Mayor of Bytown, examined :

Ans. to Ques. 69. I am of opinion that it would be very much to the interest of this Province that the route of the Trunk line of Railroad from Kingston to Montreal should pass through the Towns of Perth and Bytown. I think that the line passing through Perth and Bytown would secure a greater amount of way business than the southern route along the St. Lawrence.

Ans. to Ques. 70. The southern route having neither the extent of country, nor population anything near equal to the other route, and being subject to the competition of the superior steam navigation on the St. Lawrence river, could not possibly afford as great an amount of way business as the route passing through Perth and Bytown. Taking the census returns of last year, the aggregate population of Leeds, Grenville, Dundas, Stormont, Glengarry and Vaudreuil—the Counties through which the southern route passes, we find to be 98,642, and the aggregate area of these Counties is about (3090) three thousand and ninety square miles. The population of the country on the other route, taking say half of Lennox and Addington, half of Leeds, and the Counties of Lanark and Renfrew, Carleton, Russell, Prescott and Vaudreuil, the Town of Bytown and the country in Lower Canada immediately adjoining, we find is not less than (170,000) one hundred and seventy thousand ; and if the route be chosen northward of Vaudreuil, through Two Mountains and Terrebonne, the population would then much exceed two hundred thousand, and in either case the area affording to it a way business, would exceed five thousand square miles. The country on the northern route is quite as good as on the southern route in an agricultural point of view, and it affords immensely greater facilities for manufacturing purposes, and is infinitely better supplied with various natural resources for furnishing commercial traffic. The Counties upon the southern route, though so long settled that almost every acre of land in them fit for cultivation must be occupied, contain a population, only half as great as the Counties upon the northern route, though these are newer and only partially occupied and improved,—and therefore the difference as regards the capability of either to ensure a way business, will subse-

quently be much greater in favour of the northern route than it is at present, and there is no probability of any such antagonism of interests upon it as must exist between the St. Lawrence navigation and the Railroad upon the southern route.

If the Railroad were carried along the St. Lawrence River, close to it, the Road could only receive a way traffic from one side, and would thus be limited from receiving by one half what it otherwise would, while if it be placed a few miles back from the River, its interests will be hostile to those of the Towns upon the River, and they will naturally draw a great portion of the way business from it. Besides the area embraced in the above calculation of the extent of country which would ensure a way business to the northern route, there is an immense country, exceeding fifteen thousand square miles in area, lying upon the Ottawa River and its tributaries west and north-west of Bytown, which would be necessarily connected with this line, and would furnish to it a very large business. The lumber trade of the Ottawa Country is chiefly carried on by the population of this section. This trade yields about £20,000 yearly revenue to the Province, and the gross product approaches to £1,000,000 per annum. But the agricultural and other resources of the country through which the northern route passes, are immensely greater than those of the southern route, without referring to this trade at all. The country referred to upon the Ottawa and its tributaries now contains a large agricultural population. Even beyond the surveyed lands there are at this moment settlements containing thousands of inhabitants, and in view of the effects of the improvements now about to be carried out, particularly the Bytown and Pembroke road, and the Bytown and Prescott Railroad, we may safely estimate that in ten years or less, the business of a population amounting 250,000 will be concentrated in Bytown, and at that point this business would be received by the proposed Trunk Railroad. It therefore appears to me quite clear, that the prospects for a way business are incomparably better for the northern route passing through Perth and Bytown, than for the southern route by the St. Lawrence River.

Ans. to Ques. 71. I believe the increased expenditure would be much more than compensated by the increased amount of business that the northern line would command over any other that would be laid down between Kingston and Montreal. The distance between those places by the southern route may be put at 181 miles, and by the northern at 196 miles. If the crossing of the Ottawa River be effected at Isle Perrot, the item of bridging will be the same for either, and in that case, I believe the route passing through Bytown and Perth would be the cheapest one of the two. The report of M. Gzowski, Engineer, who examined the southern route, estimates the cost at £5025 per mile, and Mr. Fleming, who examined the northern route reports that it will cost ten per cent. the least. The report of Mr. Shanly, Chief Engineer of the Bytown and Prescott Railroad, upon his line, estimates the cost at less than £4000 per mile, which being in a country similar to that on this northern route, through Perth and Bytown, shows that Mr. Fleming is not mistaken. It is therefore apparent that with only about eight per cent. in the distance against the northern route, it has the advantage in point of cheapness, and there can be no possible doubt but the business of the Road would be greater on the northern route by at least fifty per cent. than it would be upon the southern route by the St. Lawrence river.

Ans. to Ques. 72.—The advantages which the Province would derive from opening up the Ottawa Country are numerous. The waste Country lying upon the Ottawa and its tributaries, which is known to be fit for settlement, cannot be less than sixteen millions of acres. Opening up the Ottawa Country would make that land available, and without that being done, it will lie waste and worthless. All parts of Canada are deeply interested in the opening up and settlement of these waste lands, for without an extensive and populous back country, there can be no commercial emporiums nor great business depots in the Country, nor without that can there be ability to carry out useful enterprise, or to induce national wealth, vigor or prosperity. The opening up of this Country would of course

greatly increase the population, and therefore increase the business of the cities, and towns, and increase the value of property in them and in the country generally. Opening up the Ottawa Country would also be highly advantageous to the Province generally, inasmuch as it would open up the interior of the Province so as to afford a means of communication directly between the settled Country on the Southern frontier, and the settled Country in the Northern section of the Province. The diversity of productions and pursuits incident to these sections, are such that a direct communication would be advantageous to both.

Ans. to Ques. 73.—I believe that in a military point of view, the Northern route is beyond measure preferable to any other route whatever. The Northern route is removed from the frontier and passes through the part of the Province which is least exposed. It is obvious that in case of war an inland communication, both for through passage and for communicating from Town to Town, would be of very great value, while a line in an exposed position on the frontier would be for both purposes almost valueless. This is particularly the case with a Main Trunk Line, as it would be impossible to keep it protected in that position, and owing to interruption at any one point, through passage would be wholly prevented, and, in consequence, for the most important of its uses it would be rendered altogether inefficient. None of these inconveniences are incident to the northern route, and in almost every other respect in a military point of view it is decidedly superior to the southern route.

Ans. to Ques. 74.—In addition to the above replies I would beg to add that it appears to me, from the geographical position of the country, that by far the largest amount of improvement in the country can be induced by carrying the proposed Railroad from Kingston to Montreal by the route passing through Perth and Bytown. As that route passes through the interior of the country it is evident that the advantages of the Railroad to the population of the Province would, by taking the northern

route, be far more widely extended than they could be by any other, and these advantages which are incident to it, will, as the country improves, be always increasing.

Chauncey Johnson, Esq., Warden of United Counties of Prescott and Russell, examined :

Ans. to Ques. 69. I am decidedly of the opinion that the route for a Trunk Line of Railroad by the Ottawa would subserve the interests of the Province better than that by the St. Lawrence.

Ans. to Ques. 70. I think that a line by Bytown or Perth would necessarily secure a far greater amount of way business than one near the St. Lawrence, for the following reasons :

1st. The country along the frontier river being already well settled, may be supposed capable of affording more way business in the transportation of its productions ; but in many sections along the northern route, the country is as well settled and the soil as productive as near the St. Lawrence ; and where it is not, the transportation of at least sawed lumber, and of the supplies for the lumber business in general, would be incalculably greater than that of the general business along the southern route.

2nd. It is admitted that the land along the northern route is quite as well adapted for agricultural purposes as that near the St. Lawrence ; and when the proposed road would change the former into a strictly agricultural country, which would be in a few years, there is this important consideration in its favour ; the supplies for way business would be furnished from both sides of the line, whereas such supplies could come only from one side of a line along the St. Lawrence.

3d. The southern route must compete with that great natural highway—the St. Lawrence ; and this, in my opinion, even in the existence of a Railroad, would continue to be the principal channel of conveyance, as well for the travellers as the produce of the frontier line, for several miles from the river, during nine months in the year.

4th. Along the southern route, there are no great tributary lateral sources for supplying way business; whereas that business by the northern route would come, not merely from both sides of the valley of the Ottawa as far as Bytown, but from that valley for some hundreds of miles above Bytown, already fast opening up, and also from the several other rivers and sections of country where lumber is now made. Some of these may furnish way business only for that trade and its supplies for a few years, but only a few, however, when its general business may fairly be estimated at double that by the St. Lawrence; and as the road is projected, not for the present merely, but for the future accommodation of the country especially, the Committee will undoubtedly take this into consideration in estimating the amount of way business and the general benefits to be derived from the road.

5th. There is at present, perhaps, no material difference between the amount of population along the routes of the several lines, but the country along the St. Lawrence being already well settled, will increase but slowly; whereas, that through which the northern line would pass, being still in part a wilderness, would soon be changed into a fruitful field by this road; and, considering its extent and fertility, would probably more than double the population of the frontier line in less than twenty years.

6th. There is also another consideration which must be apparent as operating against the southern route,—I mean the facilities afforded by the Ogdensburg Railroad for conveying produce &c., to and from the New England markets, where a good price has been obtained for our produce of late years. This would evidently diminish the way business and revenue of any Canadian Trunk Line coming to Montreal and lying near the St. Lawrence.

Ans. to Ques. 71. The several considerations stated in the reply to the last question above are, I think, sufficient to lead to the belief, that the increased amount of business on the northern route, over any other between Montreal and Kingston, would more than compensate for the increased amount of expenditure in the construction of the road by that route,

Ans. to Ques. 72. Some of the general benefits which the Province would derive from opening up the Ottawa route over and above that of the southern route, have been noticed in the reply to the 70th question. But besides, as the St. Lawrence country is already settled, no new territory would be opened up by a road along its banks; whereas the immense unsettled tracts of land along the Ottawa and its various tributaries, for hundreds of miles, would soon be inhabited were this road to pass through it. It would afford an outlet for the productions of the country already partially settled for three hundred miles above Bytown. Another important consideration appears to be that, as the canals on the St. Lawrence are Provincial works, and the public revenues are prospectively to depend materially on the revenues of these canals, no road should be located so near them as to interfere with those sources of our wealth. This a southern line would necessarily do, while the northern line would be so far removed from them as not to affect them very materially.

Ans. to Ques. 73. I am decidedly of the opinion that in a military point of view the Ottawa line is preferable to any other, especially should our position at any time unfortunately become hostile to that of the neighbouring republic, as the history of the late war with that country, as well as of our late disturbances, fully proves.

Ans. to Ques. 74. No other considerations suggest themselves to my mind at present beyond one of a local and somewhat personal nature, which have, however, their foundation in natural justice,—that is, that those residing on the frontier line have already one of the noblest highways in the world to the ocean and the markets of the world, and upon which immense sums of money have been expended; while those in the northern section have no such communication, except so far as the Ottawa River serves that purpose, for a part of the way only, on which, however, there has been but little expenditure of public money, as compared with that of the more favoured districts in the south.

John Mackinnon, Esq., of New Edinburgh, examined :

Ans. to Ques. 69. In constructing a Grand Trunk Line of Railway, the true interests of the Province would be best consulted by adopting the most direct route ; because experience has proved, both in England and in the United States, that whenever a departure from this rule has taken place, it has invariably been found prejudicial to the great through traffic. I am therefore of opinion that it would not be to the best interest of the Province that the route should be lengthened by approaching the Ottawa through Bytown and Perth.

Ans. to Ques. 70. No such Trunk Line can hope to accommodate all the way-traffic of the country it will drain, without the aid of auxiliaries—either in the form of Plank or Macadam roads, or Branch Railways. By laying the Line near the St. Lawrence, the road will have at least as good a chance of securing all the trade of the region north of it as if the Ottawa route, via Bytown and Perth, were adopted. In the former case, the business of what may be termed “ the St. Lawrence Country ” north of the Line could not reach that river without crossing the Rail—which would thus have an opportunity of arresting it. In the latter case, the greater portion of the St. Lawrence Country business would tend from the line of Railway to the “ Front ”—whilst the immense country north of the Line would still need the aid of branch roads to enable its business to reach the Rail. Very little business will take a northerly direction—all, or nearly all, will go south—from which it may be argued, that, by selecting the northern route, the trade of all the country south of the line would be lost to it—whereas, by adopting the southern route, all the northern trade must eventually find its way to it.

Ans. to Ques. 71. I answered this in my reply to the last question, because I consider the way business as likely to be less on the northern than the southern route ; I am also of opinion that the expense of construction would be greater, mile for mile, on the northern route.

Ans. to Ques. 72. The benefits to the Province from opening up the Ottawa route, in preference to any other, would in my opinion be less than those to be derived from the southern route. As I said before, branch roads will in any case be indispensable to make the advantages of the Main Artery generally felt. By adopting the southern route, these branches would traverse a greater section of country, be more profitable speculations in themselves, and bring a greater amount of business to the Main Line; whereas, by laying the line far back, the branches will all stop short of what would otherwise be their southern termini. No branches, be it observed, would ever be constructed south of the Line, unless to tap and draw business to the river, or the American Railway south of it.

Ans. to Ques. 73. In a Military point of view, I do not think the Ottawa route would give us advantages of such importance as to be of any weight in the scale against the commercial advantages certain to accrue from the other. The Seat of War would be on the Frontier; and, in case of the improbable contingency of having to fall back upon the Ottawa Country, the Railway could at once be made unavailable for hostile purposes, supposing it to be near the St. Lawrence, by the application of a few barrels of gunpowder; whilst the Ottawa and Rideau Navigation would still leave us the means of Transportation for the Munitions of War.

Ans. to Ques. 74. I consider the true objects of a great Trunk Line of any kind to be the inducements it holds out for the construction of lateral highways; and therefore, that in the case before us, these highways, which would surely be constructed, would better aid in opening up the country by traversing that portion lying between the Ottawa and what would be the locality of the southern route, than by only reaching from the Ottawa to the northern Line.

Robert Bell, Esq., M. P. P., called in, and examined :

Ques. 76. Which do you consider the best line for a Main Trunk Railroad,—the one known as the St. Lawrence route, or the more northerly one passing by L'Orignal. And what gauge do you consider most suited to such road?—I am decidedly of opinion that the northern route for a main trunk Railroad, has many advantages over the St. Lawrence or southern line. The northern line, running through a part of the valley of the Ottawa, would command the whole of the large and increasing trade of that region of country, which would be entirely lost to the road, should the St. Lawrence route be adopted. On both sides of the northern line, for nearly the whole distance between Montreal and Kingston, there would be a fine agricultural country with no other efficient outlet, while the other line would have the trade of but one side, and a considerable portion of even that would be carried on by water, or diverted into other channels south of the St. Lawrence. By the northern line the surplus produce of the country would find an outlet to the ocean at our own seaports, while by the other route a large proportion of it would probably reach the seaboard in a foreign country. I am not sufficiently acquainted with the subject to give an opinion respecting the broad or narrow gauge.

Benjamin Holmes, Esq., M. P. P., called in, and examined :

Ans. to Ques. 76. I am decidedly of opinion that from Kingston to Montreal the Trunk Line Railroad should be carried through the interior of the country rather than along the front or river route, even though the distance be increased thereby 20 or 25 miles, and the cost of construction added to in proportion, as it will tend to the opening up of a country now suffering for the want of such communications, and supply an outlet for its productions and enhance the value of property in the interior, which for the want thereof is now suffering serious drawbacks. I believe the cost of construction of good Railroads,

may safely be estimated at between five and six thousand pounds per mile. I cannot offer an opinion based on practical knowledge, but consider the broad gauge the preferable for freighting purposes, as it is unquestionably the most pleasant and steady for passengers, the carriages being not subject to near so much motion as is imparted to them by the narrow gauge. I do not think the returns from the transportation of freight will, if the front line is adopted, be anything like equal to what it will be should the interior or northern line be determined upon. During the season of navigation it cannot be supposed that flour or other products from the Lakes, will be landed at Kingston or Prescott to go by rail, instead of continuing on by water to its destination: the doing so would add materially to the expense, besides being injurious, as all transshipments are—while so soon as the navigation is closed, there will be little if any freight to be forwarded from the Lakes; consequently the front route could derive no advantage from that source of revenue over the northern route. Passengers, I conceive, would, during the summer months prefer descending by the river boats, rather than by rail, but even if they took the land route the difference of an hour's time between the two routes, would be considered of no great consequence; while by going the northern route, in addition to the passengers from Kingston and West, you would have a larger passenger traffic connected with the lumbering districts than by the front line, in my judgment more than double, and in addition, a very considerable amount of freight would be secured to the road—over and above what could be anticipated on the front line. I consider the intercourse between the City of Montreal and Bytown and the lumber regions, of a vast deal more importance in a commercial point of view than that between Montreal and Kingston—should say the value of the trade from the latter point east to Montreal, not equal to a fifth of the trade between Montreal and the Lumber Districts of which Bytown is the centre. I do not think a Railroad from Bytown to Prescott would, if constructed, be equally beneficial to the Province as an outlet for its products, as if the contemplated road was carried from Kingston viâ Bytown to Montreal; certainly it

would be injurious to the latter city—inasmuch as sawn or dressed lumber and other freight would be thereby directed to the Ogdensburgh line, and all the benefits derived from a transit trade would go to a foreign instead of to Provincial Companies. I cannot answer what is the exact expense per mile, for transporting lumber per Railroad, but if the Trunk Line is carried from Kingston to Montreal through Bytown, the competition between the Ogdensburgh and Montreal routes should the Prescott road be built—will ensure cheap freights by either, and enable the Bytown producers to send their products to the New York and Eastern markets on cheaper terms than if the front line is adopted. I have given it as my opinion that downwards, passengers would prefer the steamboats during summer to the Railroad. Upwards I think, the reverse might be relied upon—the trip would be done quicker owing to the delays occasioned in the Canals, and besides, travellers would have the advantage of seeing much of a country now little known. I think if this Railroad is made, a considerable quantity of the timber now sent down the river in logs would be cut up into boards and lathing—and still further increased in value by being dressed and made up for the New York market in the shape of window sashes, door frames, pannels, &c., also for instance, into what are known as box shooks—that is, packing boxes of various dimensions for Dry Goods and Sugar—taken to pieces and put up in bundles largely for exportation to the West India Islands, of which vast quantities are annually sent to Cuba—and thus instead of our lumber trade leaving some eight or ten dollars for a stick or tree, the country would be benefited three times that sum by the labour expended upon the log—all of which now goes into the pockets of foreigners, who on Lake Champlain and all along our frontier, so improve the timber imported and prepare it for the markets of the Atlantic Cities. Now timber improved in this manner, will, when the water communications are closed, afford the expense of, and consequently a demand for, transportation by rail, and a market could be reached all the year round, while without it, we should continue to have a summer trade only. I am aware that in the lumber districts all the flour,

oats and provisions raised find a ready market on the spot, but considerable quantities more than are produced there are sent to those regions, consequently the freight traffic in those articles would be considerable. I know that large numbers of sleighs are sent from Montreal during the winter season to Bytown, and that from 6s. 3d. to 7s. 6d. per barrel is the cost of transporting a barrel of provisions. I am not sufficiently well acquainted with the face of the country between Kingston and Bytown to give an opinion in regard to the exact route along which the line should run, but whether the line touches Bytown or takes a middle course through the interior, it is my opinion the country would derive advantages from the northern route being chosen which the front route cannot offer. I cannot say from precise knowledge, what number of bridges will be requisite in the northern route—but believe three will be required. Nearly all the square timber now carried up the Richelieu to Lake Champlain is there cut up as I have already described for the New York market, and gives employment to numerous mills with their attendant labourers. The trade is rapidly increasing : it has each year since its commencement more than quadrupled. Four years ago it was less, through the port of St. Johns, L. C., than a million of feet : the last season it had increased to seventeen millions of feet, and nearly the whole of this advancing trade has its source in the lumber regions above and around Bytown, whose inhabitants loudly demand that they should have the benefit of the interior route of the contemplated line of Railroad, and in my judgment the best interests of the Province point to that route in preference to the front line.

Thos. H. Johnson, Esq., M. P. P., called in, and examined :

Ans. to Ques. 76. I consider the Northern route, viâ the Ottawa and Bytown, preferable to the more Southern route viâ the St. Lawrence, for a Main Trunk Line of Railway, because the route along the St. Lawrence would not only be put in competition with the Ogdensburgh line, and with the splendid navigation of the St. Lawrence during the summer season, but

it would tend to divert the trade from the interior of Canada to the American Line, thence finding its way to the Atlantic Cities of New York and Boston; whilst the more northern line would not only command the same share of travel to and from Kingston, passing through the line westward, but it would confine the travel within our own territory, and make Montreal the grand terminus, and would open up and drain the trade from the extensive Ottawa country, which of itself would be sufficient, in all time to come, to more than pay the whole expense of the route from Kingston downwards; whilst the way business between Kingston and Montreal, viâ the Southern route, would be merely nominal. I am not sufficiently acquainted with the subject to form any opinion as to the width of gauge necessary to adopt.

E. Malloch, Esq., M. P. P., called in and examined :

Ans. to Ques. 76. I am of opinion that the line from Montreal to Kingston, should be carried through the Ottawa Country rather than along the front of the St. Lawrence. I consider that if the distance should even be longer, it will not only open out a comparatively new Country, but will, in time of War, be free from the interruption likely to be caused by Foreign aggression—and at the same time command the carrying business, to a certain extent, of the lumbering trade of that noble country bordering on the Ottawa, and pass through an excellent agricultural and level country, touching, in all probability, at L'Orignal, Bytown, Richmond, Perth, and numerous other small towns, draining these sections of the surplus agricultural produce, which otherwise would be transported by the St. Lawrence or Ottawa River, but which would never be sent by a front Railroad. I do not think that in the event of the front line being adopted, the freight of the Far West would be transported by Railroad during the summer months; and I also think that passengers during the summer months would prefer going down the River in steamboats, to travelling by Railroad. I consider the passenger travel by

the northern route, would be much greater than by the front one, in consequence of the connection with the lumber trade ; in fact, in my opinion the freight and passenger transit would more than double ; and I conceive that the continual travel and intercourse between Bytown, Perth, Richmond, Pakenham, and the lumbering sections on the Ottawa, is of considerably more importance than that between Montreal and Kingston.

I am not sufficiently acquainted with the cost of building Railroads to venture an opinion ; but, from my personal knowledge of the line of country through which the Northern line will pass, I have every reason to believe that it could be constructed at a very moderate price.

A very extensive trade in sawn lumber, such as laths, shingles, and frame-work, has sprung up of late years in the vicinity of Bytown, and is increasing every year ; this would be transported by Railroad, in preference to the River route, as also a considerably quantity of timber now transported in logs, would be sawn up, and sent by Railroad, by way of Montreal.

I have not the slightest hesitation in saying, that the best interests of the country, generally, would be consulted by constructing the contemplated Railroad on the northern line instead of the front line.

Adjourned till Monday next, at eleven o'clock.

Tuesday, 5th August, 1851.

MEMBERS PRESENT :

MR. DUMAS, IN THE CHAIR, *pro tem.*

Hon. Mr. BADGLEY,

Mr. CAUCHON,

Hon. Mr. HINCKS,

Hon. Mr. MACDONALD,

Mr. Sol. Gen. MACDONALD,

Mr. MORRISON,

Mr. SHERWOOD,

Mr. SCOTT, of Bytown,

Mr. SCOTT, of Two Mountains,

Mr. TACHÉ.

The Committee proceeded to take into consideration the Bill to incorporate the Montreal and Kingston Railroad Company,—and the Bill was agreed to, with amendments.

The Bill to incorporate the Kingston and Toronto Junction Railroad Company, was taken into consideration, and agreed to, with amendments.

Ordered, That the Chairman do report the above Bills as amended, to the House, at its next sitting.

Adjourned till eleven A. M., on Thursday next.

Thursday, 7th August, 1851.

MEMBERS PRESENT :

MR. SMITH, IN THE CHAIR, *pro tem.*

Hon. Mr. BADGLEY,

Mr. CAUCHON,

Mr. DICKSON,

Mr. DUMAS,

Hon. Mr. HINCKS,

Hon. Mr. MACDONALD,

Mr. Solicitor Gen. MACDONALD,

Mr. SCOTT, of Bytown,

Mr. SCOTT, of Two Mountains,

Mr. SHERWOOD,

Mr. TACHÉ.

The Committee proceeded to take into consideration the Bill to incorporate the Lake Superior and Pacific Railroad Company.

Allan McDonell, Esq., appeared before the Committee in support of the Bill.

Further consideration of Bill postponed.

Ordered, That the several Railroad Companies in the Province who are proceeding upon their Acts of Incorporation, be severally called upon to furnish Returns of the amount of stock

subscribed since the passing of the Act authorising the Provincial Guarantee to Railroads,—the names of the Stockholders, number of instalments paid in, and amount paid thereon up to this date.

Adjourned till eleven, A. M., on Monday next.

Monday, 11th August, 1851.

MEMBERS PRESENT :

MR. SMITH, IN THE CHAIR, *pro tem.*
 Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DICKSON,
 Mr. DUMAS,
 Hon. Mr. HINCKS,
 Mr. MORRISON,
 Mr. Sol. Genl. MACDONALD,
 Mr. ROSS,
 Mr. SHERWOOD,
 Mr. SCOTT, of Bytown,
 Mr. SCOTT, of Two Mountains.

The Committee deliberated.

Adjourned till Eleven, A. M., to-morrow.

Tuesday, 12th August, 1851.

MEMBERS PRESENT :

MR. SMITH, IN THE CHAIR, *pro tem.*
 Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DICKSON,
 Mr. DUMAS,
 Hon. Mr. MACDONALD,
 Mr. Sol. Gen. MACDONALD,
 Mr. MORRISON,
 Mr. ROSS,
 Mr. SHERWOOD,
 Mr. SCOTT, of Bytown,
 Mr. SCOTT, of Two Mountains,
 Mr. TACHÉ.

The Committee proceeded to the consideration of the Bill to incorporate the Montreal, Ottawa, and Kingston Grand Trunk Railroad Company.

Mr. *Sherwood* moved that it is inexpedient to recommend a second Bill for a Railroad between Montreal and Kingston during the present Session.

Upon which the Committee divided :

<i>Yeas :</i>	<i>Nays :</i>
Messrs. Cauchon,	Messrs. Badgley,
Dumas,	Dickson,
Morrison,	Macdonald, (Kingston,)
Sol. Gen. Macdonald,	Scott, (Bytown,)
Ross,	Scott, (Two Mountains,)
Sherwood,	Smith,—6.
Taché,—7.	

So it was carried in the affirmative, and Resolved accordingly.

Adjourned till Eleven, A. M., on Thursday next.

Thursday, 14th August, 1851.

MEMBERS PRESENT :

MR. SMITH, IN THE CHAIR, *pro tem.*
 Hon. Mr. BADGLEY,
 Mr. CAUCHON,
 Mr. DUMAS,
 Mr. DICKSON,
 Hon. Mr. MACDONALD,
 Mr. MORRISON,
 Mr. ROSS,
 Mr. SCOTT, of Two Mountains,
 Mr. SHERWOOD,
 Mr. TACHÉ.

The Committee took into consideration the Bill to consolidate such of the Provisions of the several Acts relative to the Great Western Railroad Company as are now in force,—and amended

the same by the adaptation of its provisions to those of the Railway clauses consolidation Act.

Ordered, That the Chairman do report the said Bill to the House, as amended, at its next sitting.

The Committee proceeded to the consideration of the Bill to amend the Charter of the Woodstock and Lake Erie Railway Company.

Resolved, That it is inexpedient to recommend this Bill to the House.

Ordered, That the Chairman do present a report to the House at its next sitting, explaining the reasons for the above decision.

The Chairman *pro tem.* laid before the Committee the following communication received by him from the Hon. H. H. Killaly, Assistant Commissioner of the Department of Public Works, as supplementary to his former letter.

DEPARTMENT OF PUBLIC WORKS,
14th August, 1851.

TO THE CHAIRMAN OF THE
COMMITTEE ON RAILROADS.

SIR,—In further reference to the subject of gauges, upon which the Committee were pleased to put some questions to me, I have the honour herewith to transmit for their information, a letter I have received from Mr. Seymour, Engineer of the State of New York, and in which that gentleman gives me a copy of a letter addressed to him, on the 6th inst., by Mr. Rogers, of the celebrated house of Rogers, Ketchum, & Grosvenor, the eminent locomotive builders, of New Jersey.

I would also take the liberty to state, that I have had a certified copy of the weights of the largest body or house cars on the New York and Erie Railroad, the agent of the Eastern Division of the Road, (A. S. Whiton, Esquire,) having taken the trouble to weigh twenty of them separately; the result of which is, that their weights are found to vary from

14,300 pounds to 12,800 pounds each ; and on calculating the average of all the weights, the average proves to be nearer $6\frac{3}{4}$ tons than seven tons,—assuming the ton at 2,000 pounds nett.

I am, Sir,

Respectfully yours,

H. H. KILLALY.

ALBANY, *August 8th*, 1851.

HON. H. H. KILLALY.

DEAR SIR,—I enclose herewith a copy of letter just received from Thomas Rogers, engine builder, in Patterson, N. J. Mr. Rogers is the managing partner of the firm of Rogers, Ketchum, & Grosvenor, who build, I suppose, more engines than any other establishment in America. I should think that the opinion of one so experienced as Mr. Rogers would have great weight with your Government. He is a very large stockholder in narrow gauge lines, and has built engines for all sorts of gauges. When I wrote to him, I did not suppose he would speak as decidedly in favour of a wide track as he does.

Yours respectfully,

H. C. SEYMOUR.

(*Copy of Letter above alluded to.*)

PATTERSON, N. J., *August 6th*, 1851.

MR. H. C. SEYMOUR.

DEAR SIR,—Your favour of the 4th inst. is received, and contents noticed respecting different gauges, &c.

I was at one time, some years since, of opinion that a narrower gauge than five and a half feet ($5\frac{1}{2}$ feet) was preferable. At that time engines were built much smaller, and ran at a much less speed than they do at the present time. On account of the increased size of engines for freight, and the increased speed and size of passenger engines, we find great difficulty

in putting in a boiler sufficiently large to generate steam to supply the cylinders of a sufficient size to run the speed that is required, and take the load required.

There is another serious objection to a four feet eight and a half inch (4 feet $8\frac{1}{2}$ inches) gauge, that is, to arrange the different parts of the engine properly, without raising the boiler much higher from the track than is desirable. I have found, in many cases, when we have built large engines for a narrow gauge, we have been compelled to make the boiler and flues very long, and on account of the great length of the flues, the expansion and contraction of the flues has been so great that it has been impossible to keep them tight, which is a very serious objection.

I have built engines for roads from four feet eight and a half inch (4 feet $8\frac{1}{2}$ inches) gauge, to seven feet (7 feet) gauge, and I am satisfied that a six feet (6 feet) track is preferable to a four feet eight and a half inch or a five feet track. I consider a five feet and a half gauge preferable to a six feet gauge.

A five and a half feet gauge is sufficiently wide to put in a boiler of proper dimensions, and also to arrange all the different parts of an engine as heavy as is desirable to put on a road.

We have engines in our shop at the present time, which we are building for six feet (6 feet), four feet eight and a half inch (4 feet $8\frac{1}{2}$ inches), and five feet four inch (5 feet 4 inches) gauge, and I think the five four inch gauge is preferable to either of the other gauges; and I think two inches more, making it five and a half feet, would be no objection.

I am decidedly in favour of a wider gauge than four feet eight and a half inches.

There is another serious objection to a narrow gauge, that is, being compelled to raise the engine so high from the track, that in going around a curve, it causes the engine to roll much more than it would if it was a wider gauge, in consequence of which it throws much more weight on the outer rail, which increases the friction and wear and tear of the engine and road much more than the wide gauge, which causes a great loss of power at the time when the greatest power is required to take

the engine and train around the curves ; in consequence of which I think you would be able to take a much heavier train over a road of five and a half feet gauge, than you would over one of four feet eight and a half inch gauge.

I also think that it would cost much less to keep the track, with the wide gauge, in repair, than it would the narrow one, on account of the weight of the engine and cars being more equally divided on the rails.

Yours truly,

THOMAS ROGERS.

Adjourned till Eleven, A. M., to-morrow.

[The following letter, in relation to the letter of Mr. Killaly above, was received from Mr. Benedict on the 18th August.]

NORTH AMERICAN HOTEL,
TORONTO, 18th August, 1851.

To

THADDEUS PATRICK, Esq.

Clerk Com. R. R. and Telegraphs.

DEAR SIR,—In reading the proceedings of the Committee on Railroads that you were kind enough to furnish me this morning, I noticed that Mr. Whiton, agent of the Eastern Division of the New York and Erie Railroad, had furnished the weight of twenty of the largest body or house cars used upon that road, to the Hon. H. H. Killaly, and that their weights are found to vary from 14,300lbs. to 12,800lbs. each. Mr. Killaly, upon calculating the average weight, states that they prove to be nearer $6\frac{3}{4}$ tons than 7 tons. I apprehend that Mr. Killaly has been misled in his calculations, from the circumstance of the weight having probably been given in tons and pounds, and that the weight should be given 14 tons, 300 pounds and 12 tons, 800 pounds, instead of 14,300 pounds and 12,800 pounds. I enclose herewith a copy of letter from George B. Redfield, Freight Master of the Rochester and Syracuse Railroad, in answer to enquiries made as to weight of cars and loads upon the narrow gauge from Albany to Buffalo. The information

that I had in relation to the weight, &c. of cars on the Erie Railroad, (six feet gauge) was obtained from Henry S. Welles, who was engaged in prosecuting a heavy contract on that road at the time, and who at my request made the enquiries of the Engineer of the road, and I have no doubt his information was correct, as it corresponds with Mr. Redfield's, taking into account the difference in the width of the gauge. You will perceive that the average of 12 tons, 800 pounds and 14 tons, 300 pounds would make the weight of the cars 13 tons, 550 pounds instead of $6\frac{3}{4}$ tons. Two thousand pounds to the ton having been adopted in the State of New York, it is of common occurrence to write weights down in figures in the manner adopted by Mr. Whiton. It cannot be possible that the weight of the cars on the 6 feet gauge of the Erie Railroad can be less than those on the 4 feet $8\frac{1}{2}$ inch gauge from Albany to Buffalo. I should not have troubled the Committee with this explanation had Mr. Killaly been in Toronto, but as the statement of Mr. Whiton apparently conflicts with the evidence given by me before them, I deem it alike proper and relevant.

With respect,

I remain, Yours truly,

ROSWELL G. BENEDICT.

ROCHESTER, 26th February, 1851.

R. G. BENEDICT, Esq.,

DEAR SIR,—Yours of the 24th came duly to hand, and having noticed the questions propounded, in answer would reply to yours :

First, That 8 wheel freight cars weigh 8 tons.

Second, That 8 wheel passenger cars weigh 8 tons.

Third, That 8 wheel platform cars weigh $6\frac{1}{2}$ tons.

Fourth, The load for freight cars is 7 tons.

Fifth, The average number of loaded cars drawn in freight trains is 20.

Respectfully Yours,

G. B. REDFIELD.

[The following evidence, in relation to the Bill to empower the St. Lawrence and Lake Champlain Railroad Company to make a branch road to the Province line east of the River Richelieu, and to construct a Bridge over the said River, was taken by the Committee at various sittings, but was not recorded at the time in the minutes, in order to admit of the evidence on the subject of the Main Trunk Line being first completed.]

John Young, Esquire, of Montreal, Vice-President of the St. Lawrence and Atlantic Railroad Company, called in, and examined :

Ques. 77. Will you have the goodness to communicate to the Committee your views upon the eligibility or propriety of bridging the Richelieu at any point between St. Johns and the Province Line, with your general impressions upon the subject, and such details connected with it as you may be enabled to communicate ?—I am opposed to the obstruction in any way of the navigation of Lake Champlain. A bridge placed across the Lake at any point above St. John's would obstruct navigation, and such is the unanimous opinion of the Board of Trade of Montreal, and of the merchants generally. I am largely engaged in trade, particularly with Western Canada and the Western States; and, great as is the commerce now carried on with the Eastern States and these localities, it is as nothing compared with what will be the commerce between them in even 25 years. The Western States are interested, and more particularly the people of Canada, in sending their produce to a market by the cheapest route. The people of Canada are still more interested in attracting the trade which now passes through the Erie Canal to the east, to the route of the St. Lawrence. At present the great bulk of produce from the west is landed at Buffalo, Oswego, or Ogdensburgh, above all the public works of Canada. A large amount of produce is also landed at Oswego from Canada in transit to New York. It is my opinion that the construction of a canal to connect the

waters of Lake Champlain with the St. Lawrence, thereby enabling the vessel loading at Chicago, Cleveland, Hamilton, or Toronto, to discharge her cargo at Burlington or Whitehall, and re-load there with the freight upwards, which now reaches Hamilton, Toronto, Chicago, &c., through the Erie Canal, would give to Canada the complete command of the whole transport from the west to the east, and insure the collection of tolls on the St. Lawrence works, which are now paid into the Treasury of the State of New York. By survey of the ground ordered by Government, it was found that a highly favorable line for a canal existed, but the outlet on Lake Champlain was below St. Johns, and not above, consequently all vessels, timber, &c. &c. must pass St. Johns, going south.—At present vessels, timber, &c. descend the St. Lawrence, ascend the Richelieu River, and pass through the Chambly Canal to St. Johns. Timber has to pass through the canal, is rafted at St. Johns, and from thence towed through the Lake. The piers of the proposed bridge are to be 60 feet wide. It is evident therefore that the raft put together at St. Johns would have to be broken up into cribs at the bridge (which will be about 21 miles from St. Johns), and re-raftered after passing through. This would add greatly to the expense of the transport. In the season of 1850, about 2,000,000 cubic feet of timber was exported from Canada to the United States through St. Johns, and there is no doubt, but that this trade is destined to increase rapidly. 2995 vessels arrived at St. Johns the past season, and 2997 were cleared, and this is but the beginning of a trade which will increase to an extraordinary extent when vessels from the upper Lakes can pass through to ports on Lake Champlain without breaking bulk. To obstruct, therefore, any part of the navigation between St. Johns and other Lake Champlain ports, will prove of the most serious detriment to navigation. The vessels referred to as arriving at St. Johns, sail to and from St. Johns. If there was a bridge across the Lake, they would be compelled to come to an anchor and warp through the “draw,” when it would often be impossible to get under weigh with certain winds. For further information, I would refer you to the evidence given before a Committee of the Senate of the State of New York on

this subject, a copy of which I now lay before the Committee. (Witness handed in a printed copy of the Report of a Committee of the Senate of the State of New York, dated 28th January, 1851, which is fyled with the Records of the Committee.) According to the returns of the Inspector General, there was shipped from St. Johns in 1850 :

79,120 Tons of Timber, Staves, &c.

21,472 Tons of Agricultural produce.

3,577 Tons of Manufactures.

1,904 Tons of general Merchandise.

Benjamin Brewster, Esq., of Montreal, called in, and examined :

Ans. to Ques. 77. With reference to this question, I should say a great trade now exists between the St. Lawrence and the Atlantic ports, and this renders it advisable to facilitate as much as possible all the present methods of conveying passengers and goods, which contribute to the support of our Public Works. There can be no doubt that a bridge over the Richelieu would favor this trade, and I may state, in confirmation of my own views, that the forwarders on the St. Lawrence will prepare for an augmentation of their traffic the moment they are assured of the construction of such a work. If thrown across near Ash or Bloody Islands, and adapted for Railroad purposes, so that cars could run over without breaking bulk, and thus keeping open the communication at all seasons of the year, and connected with the unrivalled line of inland navigation terminating at the extensive wharf now in course of construction opposite Montreal, our forwarders would obviously be placed in a most advantageous position, and would undoubtedly possess themselves of a very large share of the commerce at present passing by the Erie Canal to the New England States. The profits on this carrying trade would, of themselves be very considerable ; but besides the private gain, freights descending from or ascending to the upper Lakes

would pay toll through the whole of the Canadian Canals. It has been alleged that a bridge at the point I have mentioned would be an obstruction to the navigation of the river Richelieu ; but this could be so managed as to have it in a narrow place where the water is shallow, so that it would in truth diminish the channel to a very trifling extent. Besides, it is to be remembered that there are already several bridges on the Richelieu, and a charter has been obtained for another one to be erected by a Railway Company near the town of St. Johns. One other bridge cannot, therefore, offer any insuperable objection, and would, in fact, hardly be felt by persons navigating the lake and river. A very considerable trade is now carried on, and I never heard a complaint of the existing bridges.

Hon. James Ferrier, of Montreal, called in, and examined :

Ans. to Ques. 77. I am opposed to the obstruction of all navigable waters. Lakes and rivers belong to every man, as his inalienable right. I do not think that the rights of a whole community should be interfered with, and their interests sacrificed to give certain advantages to a few, who may invest their capital in Railroad enterprise.

I wish to draw the attention of the Committee to the fact, that the waters referred to, from St. Johns to the Province Line, form a part of the navigation of Lake Champlain : that the trade between this Province and the United States is increasing rapidly ; that such an obstruction as a bridge across Lake Champlain, at any point between St. Johns and the Province line, must interfere and have a most dangerous effect upon that trade particularly, so large a portion of it being in timber, and that timber frequently in large rafts, which must be taken apart at every bridge. These obstructions are already bad enough on the Richelieu, and I trust will never be increased by bridging Lake Champlain. Besides, consider many of the individuals owning vessels navigating the waters of Lake Champlain have

their whole property and living vested in their vessels. Were a bridge thrown across, they, in every storm, and particularly in spring and fall, during the heavy gales on that lake, would be exposed to be dashed to pieces on the piers of the bridge; no vessel can be brought up in safety under a heavy gale of wind to pass a draw-bridge. I believe there are parties in the States of New York and Vermont exerting all their influence to obtain the right to bridge Lake Champlain on this side of the line. Have not the Ogdensburgh and Vermont Central Railroads with all their interests made unsuccessful applications to the New York Legislature, for two Sessions past, to bridge at Rouse's Point? Last Session one of the Senators of that State, on the floor of their House stated, that should the New York Legislature refuse the right to bridge Lake Champlain, the Canada Legislature would give the right to bridge on our side of the line; and after this argument the Bill passed the Senate. Now the united interests of the Vermont Central and Ogdensburgh Railroads, with the St. Lawrence and Lake Champlain Company, bring up a Bill before this Parliament, asking the right to bridge the Lake on this side the line. They have had that Bill, as now printed, sent to Albany, and put into the hands of the Members of both Houses of the Legislature, with assurances that it will become law. The friends of free navigation are deceived, and may be led to the conclusion that if the Canada Legislature give the right of bridge on their side the line, and damage the navigation, they may as well give the right to bridge at Rouse's Point. With all the advantages that the State of New York has derived from the Ogdensburgh Railroad, and with the interests of that road, and the Vermont Central, brought to bear upon their Legislature, that Government has hitherto protected the rights of the navigators of Lake Champlain; and I trust that our Legislature will never pass an Act that would damage the navigation of that Lake.

William A. Merry, Esq., Secretary of the Champlain and St. Lawrence Railroad Company, called in, and examined.

Ques. 78. For what purpose does the Company with which you are connected require a bridge over the River Richelieu?—In order to compete with the Ogdensburgh Railroad for a large carrying trade, which the Champlain and St. Lawrence Railroad Company established and held previous to the opening of the Ogdensburgh Road, but which that road has taken from them, and now monopolises—namely, the transport of the produce of the Western States and Canada West, from the River St. Lawrence to Lake Champlain for consumption in the Eastern States, and for shipment from the Atlantic ports.

Ques. 79. What advantages did that road possess which enabled it to deprive your Company of that branch of business?—The advantage of delivering at the chief point for shipment on Lake Champlain, which the Champlain and St. Lawrence Company could not do, as their line terminated at St. Johns, and they were obliged to transfer it to vessels there, at a considerable increase of expense and time.

Ques. 80. What are the present relative positions of those two Railroads with respect to the business of which you speak?—Were it not for the passing of a bill by the Legislature of the State of New York, permitting the construction, at Rouse's Point, by the Ogdensburgh Company, of piers (between which a vessel will be placed) to allow trains to pass over the waters of Lake Champlain, the other Company was on the point of being in a position to justify the expectation that it could advantageously compete for the trade alluded to, as within less than one month the extension of their road to Rouse's Point will be opened for traffic, which will admit of property being taken at the St. Lawrence and delivered at the same point with greater facility and at less cost than by the Ogdensburgh Road, the latter being 118 and the former but 37 miles long. But as a large proportion of the produce carried over those roads from the St. Lawrence, is destined either for Boston or for some of the intermediate localities along the lines of Railway from Rouse's Point eastward, and as the Ogdensburgh Company have now powers to construct what may be termed a floating

bridge, and which is in fact, launched and nearly complete, by means of which their cars and freights may at once be transferred to the Vermont and Canada Road, and so on to Boston and other places, avoiding the detention and expense of two transshipments and a ferry, the advantages so far preponderate in their favor, that it is quite impossible under the circumstances to attempt to compete with them.

Ques. 81. Is that a large and likely to be a growing trade?—
Yes. During the months of October and November, 1849, there were carried over the Railroad from Laprairie to St. Johns, for shipment to the Eastern States, above 40,000 barrels of flour. Besides other produce during the spring and summer of 1850, about the same quantity was taken to Lake Champlain, and it was expected that the fall business would have more than doubled that of the former year. On the first of October the Ogdensburgh Road opened, and the whole of the western produce carrying trade took that channel to Rouse's Point, upwards of 100,000 barrels having been delivered at Ogdensburgh during the two last months of navigation. Ever since, scarcely any of those products have passed that port, to the serious injury of our forwarding interests, and of the revenues from our public works. It would be impossible to estimate the extent to which that trade, viâ the St. Lawrence, may grow in a few years.

Ques. 82. Would a bridge at Ash Island, similar to that sanctioned by the State of New York, place your Company on a footing of equality with the Ogdensburgh road, and give it a fair chance to recover and retain a part of the business of which you have been speaking?—I am decidedly of opinion that it would, as besides having a good connexion by means of it with the Eastern States roads, we will soon have our road open to within a little more than a mile of Montreal harbor, where we shall have commodious wharves and every facility for doing business to any extent.

Ques. 83. What effect do you think a structure similar to the piers at Rouse's Point, if erected at Ash Island, with an opening

200 feet wide, would have on the navigation of the river?—In my opinion it would be no obstruction to navigation, except in the possible event of a vessel approaching to pass at the time a train was just being crossed, when a detention of two to five minutes might occur; otherwise I believe it would be an advantage, as the navigable channel there is narrow, and as the piers would have extensions on either side, giving an opening of about 300 feet; and having fenders and warping posts as well as lights at night, it would be hailed by all parties navigating the river as a vast improvement.

Ques. 84. When the Railroad from St. Johns to Rouse's Point is opened, will the Lake Champlain Steamers go down to St. Johns as at present?—No. It has been officially communicated by the President of the Lake Champlain Transportation Company, who have all the large Steamers on those waters, that they will not pass Rouse's Point, but will there connect with the road, and I am of opinion that all vessels with freights for Canada will discharge there. It is generally considered that the only business which will go up the river, will be the lumber and the grain produced in the vicinity of it, or of the St. Lawrence below Sorel, and that no inward freight will descend by water below Rouse's Point.

Ques. 85. Are not the interests of the Ogdensburgh Railroad Company, and those of the Company you represent, identical, and are not both controlled by the same influence?—Quite the reverse; they are direct competitors for almost every branch of business; the object of the former being to tap the downward trade of the St. Lawrence at Ogdensburgh and the upward at Rouse's Point, whereas the Champlain and St. Lawrence Company seek to bring every thing downwards through the Canals to Montreal, and goods destined for the West they endeavour to bring past Rouse's Point, also to Montreal to ascend the Canals. The western produce carrying trade, is and ever will be the great bone of contention, unless the Canadian Company should be forced to relinquish its pretensions, from being cut off by a want of connexion with the roads of

the Eastern States. Not one influential Director of the Ogdensburgh Road possesses or is likely to possess a single share of the Stock of the Champlain and St. Lawrence Company, notwithstanding what is alleged to the contrary. The latter Company is altogether independent of the former, and will continue to be so.

Ques. 86. Are not the reasons which have been urged against bridging Lake Champlain at Rouse's Point, equally applicable to a bridge at Ash Island?—By no means. Lake Champlain at the site of bridge at Rouse's Point, is a mile wide ; the deep water, half a mile ; at Ash Island, the entire width of the river is about 600 feet—the channel about half that,—one is the Lake, the other the River. Immediately above and below Ash Island the channel is less than 200 feet—straight, without swell at all times, and not much current—in fact not one of the arguments had reference or were applicable to open piers at Ash Island. I would respectfully direct the attention of the Committee to the fact, that all the evidence hitherto given, had reference solely to the project of bridging Lake Champlain at Rouse's Point, where the channel, or deep water, is several thousand feet wide, and not to that of bridging the River Richelieu at Ash Island, where it is not three hundred feet wide.

Mr. *N. B. Proctor*, Captain of Steamer "Ethan Allen," examined :

Ques. 87. Are you acquainted with the navigation of Lake Champlain and the River Richelieu from Rouse's Point to St. Johns?—Yes. I have been navigating those waters for twenty-two years ; seventeen as pilot, and for the last five, captain of a steamer.

Ques. 88. Have you seen the plans of the floating bridge at Rouse's Point, and the works in progress there?—Yes.

Ques. 89. What do you think will be their effects on navigation generally and particularly on the lumber trade?—I have

had, perhaps, more experience in the latter than almost any man about Lake Champlain. When that business began, the steamer I command was built, and ever since has been chiefly employed in towing rafts, during the season for lumbering on the Lake. Almost every stick that passed through from St. Johns to Whitehall was towed by the "Ethan Allen." These rafts are sometimes three and sometimes four cribs wide, each crib, 23 feet: the widest raft ever towed through the Lake was 92 feet, except one which was 115 feet, and that was found so hard to tow, that it was never again attempted. When rafts do not exceed 100,000 feet, they are made of three cribs wide, 69 feet; when larger than 100,000, they are usually four cribs or 92 feet, because, as it is often necessary to put into small bays along the Lake, the largest rafts, if only three cribs wide, would be too long to get into those bays, otherwise they would be invariably as narrow as three cribs, that width being much more easy of tow than if wider. Besides, the river at the southern end of the Lake is narrow, in some places not more than 100 feet, and rafts must be split up to pass when any vessels are met in the river; and if they were rafted at once of the best width at St. Johns, there would be less loss of time and less cost. From my long experience in towing rafts on Lake Champlain, I consider myself able to form a correct opinion of what would and what would not be an obstruction; and I state unhesitatingly that the piers erected at Rouse's Point will be no injury to the trade in lumbering there, but on the contrary may prove advantageous. A clear open space of 250 feet will allow the passage of any raft without the risk of striking, by reason of a raft bending or sheering with the wind, as that is nearly three times as wide as the largest raft. In very strong south winds, the swell at that point is so great that rafts cannot head the sea, and must anchor; the piers and piles will be a breakwater and afford shelter to rafts as well as vessels, and will be found a benefit, and not an obstruction. With regard to steamers and sailing craft, my opinion is that the opening is sufficient at all times to allow them to pass freely, and that their security and perhaps safety at times will be increased by having the shelter of those piers to run to at night, particularly

when the lights on each side will be a guide, which is now much required. I have had occasion lately to converse on these matters with many of the pilots and masters of vessels on the Lake, who, as well as myself, were opposed to a drawbridge, and they all approve of the piers, and are much pleased with the plan for the reasons I have stated. A few days ago I spoke on the subject with Mr. Pierce of St. Johns. We were looking at the works, and I asked him what he thought? He said there could be no objection to them, if they had an open space of from 150 to 200 feet, and that he would sign a petition to that effect. Mr. Pierce is largely engaged in lumbering there, and has sailing vessels also. He strongly opposed the drawbridge and attended the Legislature at Albany, and gave his evidence against it. The feeling on Lake Champlain is unanimously in favor of the piers. Every sailor and owner of craft there would go for them.

Ques. 90. Do you know Ash Island, and what effect, in your opinion, would piers of the same construction there have on navigation?—The channel at Ash Island is narrow, barely wide enough for my steamer to swing round in; above, at Bloody Island and below at Hospital Island the channel is about 150 feet only. Piers built at Ash Island with an opening of 150 to 200 feet would improve the navigation, particularly if lighted at night. They would not hinder any vessel or raft in any wind, but would rather prevent the latter swinging on the rocks. As far as I am concerned, and I have a strong interest in keeping the navigation unobstructed, I would be glad to see piers at Ash Island. I would remark that so low down in the river there is no swell—the current is slight. The river to the east of Ash Island is not navigable, growing rushes. A bridge across that side would not obstruct anything, as the channel there is useless, and a piled bridge could not check the water or throw it to the other side.

Ques. 91. What effect do you think the extension of the Railroad from St. Johns to Rouse's Point will have on the business of Lake Champlain?—The steamers and other vessels on

the lake, which now go to St. Johns, are making arrangements to stop at Rouse's Point; and as that road is nearly finished, I think that after two or three weeks from this time, no vessels except those engaged in lumbering will go into the river, but will stop at Rouse's Point, as much time will be saved, and the business can be done cheaper.

Chas. Seymour, Esq., Secretary of the Montreal and Vermont Junction Railroad Co., called in, and examined :

Ques. 92. Have you any information to lay before the Committee respecting the Bill of the Champlain and St. Lawrence Railroad Company, and if so state it?—I have examined the Bill introduced by the Champlain and St. Lawrence Railroad Company before the alterations were made, and also since the most objectionable portions of the Bill were struck out. That Company having abandoned their original project of bridging the navigable waters of Lake Champlain, north of the Province Line, and adopted in its stead a plan similar to the one recently granted by the Legislature of New York, which provides for a clear unobstructed channel of 250 feet, there are manifestly less objections to the passing of the Bill in its present shape than as it originally stood. One important and favorable feature in the new plan, is the fact, that the wider the space or channel left for vessels to pass through, the greater is the accommodation afforded to Railways, as a narrow passage way and a short float will not admit of an entire train passing over it at once; while a broader space or channel, requiring or permitting a longer float, will carry a full train at one trip. The steadiness and general capacity of the float or boat will, I am assured, be in proportion to, and increased with its length. The New York Legislature, in making the liberal concession herein alluded to, evidently designed to consult and harmonize both the navigating and railway interests. In obtaining that concession this same Champlain and St. Lawrence Railroad Company were instrumental. The necessity or desirableness

of another, crossing north of the Province Line, after the same Company have procured the same privileges at Rouse's Point, may well be questioned; but the newly proposed mode of crossing in either place, is divested of many of the principal objections that existed in regard to the bridge. The business between those two great lines of Railway, east and west of Albany, is many times larger than the business at Rouse's Point or Ash Island, and as yet they have managed to do without a bridge or car-float, and the public interests have not suffered. If I am correctly informed, and I have no doubt upon the subject, the General Government of the United States will not permit any obstruction to the navigation at Rouse's Point, however slight, even with the sanction of the Legislatures of New York and Vermont. If, however, Canada should admit the principle in any degree of interfering with those waters that are considered as public highways, and forming an international navigation and an important channel of inter-communication, it is impossible to say what course the Federal Government of the United States may adopt in reference to any future obstructions that may seriously affect a large number of navigators and vessels employed between the Chambly Canal and ports on Lake Champlain.

[Witness produced the following correspondence in reference to the opinion of the United States Government relative to bridging Lake Champlain.]

(Copy.)

TORONTO, *July 14, 1851.*

Hon. William Henry,
&c., &c.

Dear Sir,

During your residence at Washington as a member of the United States Congress, I believe you had occasion to confer with the Secretary of State upon the subject of bridging the navigable waters of Lake Champlain. Permit me to enquire what opinion was expressed regarding the right of any one or

two States to grant such a charter, and the probability of such grant being ratified or made by the General Government.

Very Respectfully,

Yours,

BENJ. HOLMES.

TORONTO, *July 14, 1851.*

DEAR SIR,—In answer to your inquiries in relation to the opinion of Mr. Buchanan, late Secretary of State of the United States, on the subject of Bridging Lake Champlain, I have to say, that he expressed the opinion that the navigable waters of Lake Champlain, not only dividing two States but furnishing a channel of inter-communication between Canada and the United States, are beyond the control of either Vermont or New York or both said States ; that the Lake was a national water—a public highway, and no obstruction to its navigation could legally be made without the consent of the General Government.

Mr. Buchanan also expressed the opinion, that policy as well as duty to a neighboring, friendly power, should prevent the General Government from assenting to a measure prejudicial to the interest of the citizens of Canada.

I have the honour to be,

Your obedient servant,

WILLIAM HENRY.

To B. Holmes, Esquire, M. P. P.,
Toronto.

APPENDIX.

No. 1.

BY-LAW.

To provide for the taking Stock in the "Ontario, Simcoe and Huron Railroad Company" in the sum of £50,000, issuing Debentures for that amount, and securing payment of the same.

Whereas the construction of a Railroad uniting the waters of Lakes Ontario, Simcoe and Huron, would tend materially to the advancement and prosperity of the County of Simcoe :

And whereas certain proposals have been made to the Directors of "The Ontario, Simcoe and Huron Union Railroad Company" for the construction of a Railroad through the County of Simcoe, at and for the sum of six thousand two hundred and fifty pounds per mile, on the terms following, to wit, "That within two years and a half from the period of commencement the said Railroad should be completed, taking in payment the bond of the County of Simcoe for fifty thousand pounds ; the private subscriptions of the people of Toronto guaranteed by the six per cent. bonds of the said Company for fifty thousand pounds ; the Stock of the Company at par for one hundred and fifty thousand pounds with the privileges of the Charter ; the sum of twenty-five thousand pounds bonus voted by the City of Toronto in aid of the work, and the balance in Government debentures or in the stock of the Company at the option of the Contractors or as may hereafter be agreed upon :

And whereas the Directors of the said Company have on their part and behalf and as far as the same relates to them, accepted the terms of the said proposals :

And whereas also, under and by virtue of the provisions of certain Acts of the Provincial Legislature, authority has been given to Municipal Corporations to take stock in the said Railroad to an amount

not exceeding fifty thousand pounds, and to issue debentures for such Stock, providing for the payment in such manner and way as to the said Municipal Corporations shall seem desirable :

And whereas also resolutions have already been passed by the Municipal Council of the County of Simcoe, to the effect that it was expedient for the general welfare of the County that aid should be extended towards the construction of the said Railroad :

And whereas also it is now deemed proper and desirable, and it is the intention of the Municipal Council of the County of Simcoe to assist in the construction and forwarding of the said Road by taking stock to the amount of fifty thousand pounds in the said "Ontario, Simcoe and Huron Union Railroad Company" on the conditions hereinafter expressed, and providing for the payment of the same by the issue of debentures payable in manner and on the terms hereinafter declared, and in conformity with the provisions following ; That the said Municipal Council of the County of Simcoe shall take stock in the said "Ontario, Simcoe and Huron Union Railroad Company" to the amount of fifty thousand pounds, and that the debentures of the County to the said amount of £50,000 shall be prepared payable in twenty years bearing interest at the rate of six per cent. per annum, such interest being payable half yearly, and that such debentures shall be lodged in the hands of the County Treasurer to be by him issued from time to time at by and upon the written order of the Warden of the Municipal Council of the County of Simcoe for the time being. That such order shall be given by the said Warden of the Municipal Council of the County of Simcoe upon the written certificate of the Chief Engineer employed in the construction of the work being first had and obtained, to the effect that certain fixed amounts have been actually expended on the same, to wit that when the amount of ten thousand pounds shall have been laid out and expended by the Contractors in the actual laying down, construction and building of the said Road that the fifth part of such sum or two thousand pounds in debentures shall be issued, and the remainder of said debentures shall be issued at a like ratio of one fifth upon such certificates first had and obtained as aforesaid, until the full sum of fifty thousand pounds debentures shall have been issued. That any profits which may arise during the construction of the work and until the Road be completed shall go to and be paid to the said "Ontario, Simcoe and Huron Union Railroad Company." That the sum of two hundred and fifty thousand pounds balance shall be paid in Government

debentures or in the stock of the Company as may be agreed upon between the Directors and the Contractors employed on said Road. That three members of the Council be appointed, as Commissioners to complete the contract on the part of the said Municipal Council of the County of Simcoe with the Directors of the "Ontario, Simcoe and Huron Union Railroad Company" which said Commissioners shall retain their appointment until the contract be fully agreed upon and entered into, and shall have full power to transact all and every the necessary business previous to the stock being taken therein, to examine and thoroughly satisfy themselves that the security offered, given and entered into for the construction and completion of the said Railroad, and laying down the same upon the western side of Lake Simcoe, and in every other manner carrying out the said contract be full, ample, perfect and undoubted.

Be it therefore hereby enacted by the Municipal Council of the County of Simcoe, assembled pursuant to the statutes in that case made and provided, and it is hereby enacted by the authority of the same that (£50,000) fifty thousand pounds of stock of the "Ontario, Simcoe and Huron Union Railroad Company" be taken forthwith by the Warden of the said Council for and on behalf and in the name of the said Municipal Council of the County of Simcoe, subject to the provisos and conditions in the recital hereinbefore mentioned, and it is hereby enacted that for the payment of such stock there shall be issued by the said Council debentures to the amount of (£50,000) fifty thousand pounds payable in twenty years from the issuing thereof, with interest thereon at the rate of (£6) six pounds per centum per annum, payable half yearly. And it is also hereby further enacted that there be raised and levied out of, from and upon all assessable property of the said County in each year of the next ensuing four successive years from the date hereof, such sum of money as shall be sufficient for the payment of the interest which shall accrue and become payable on the debentures which shall or may be issued for the above purpose. It is also hereby further enacted, that for the above purpose and in manner aforesaid, there shall be raised and levied in the next twelve successive years thereafter namely in the years which shall be in the years of our Lord 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865 and 1866, respectively, such sum of money as shall be sufficient for the payment of the interest which shall accrue and become payable on the debentures which shall or may be issued for the above purpose, and also for the payment of one twentieth ($\frac{1}{20}$ th)

part of the principal money of the said (£50,000) fifty thousand pounds of said debentures. It is also hereby further enacted, that for the above purpose and in manner aforesaid, there shall be raised and levied in each year of the next four successive years which will be in the years of our Lord 1867, 1868, 1869 and 1870, respectively, such sum of money as shall be sufficient for the payment of the interest which shall accrue and become payable on the debentures which shall or may be issued for the above purpose, and also for the payment of one-tenth ($\frac{1}{10}$ th) part of the principal money of the said (£50,000) fifty thousand pounds of said debentures. And it is also hereby further enacted, that debentures shall and may be issued from time to time, as may be deemed expedient, by the Warden of the said County for the purpose of paying such part of the said (£50,000) fifty thousand pounds of debentures as shall be found requisite and necessary to be paid to the said Railroad Company in accordance with the provisoes hereinbefore in the said recital set forth, and that such amount of debentures shall be paid to the Directors of the said Railroad Company whenever the said Directors shall be entitled to receive the same, or within a reasonable time not being more than seven days thereafter. And it is also hereby further enacted, that William Armson, Thomas McConkey and Jonathan Lane, Esquires, be the Commissioners appointed, and they are hereby authorised and appointed to do all other things which may be necessary to carry out the objects of the said Municipal Council in relation to the taking of the said (£50,000) fifty thousand pounds of stock in the said Railroad Company, and as to all preliminary arrangements that may be connected therewith which may be in accordance with the spirit of this By-law, the said Commissioners to retain their authority until the said contract be completed.

(Signed,)

WM. ARMSON,
Warden C. S.

Certified Copy.

FRED. C. CAPREOL,
Manager.

25th January, 1851.

Certified to be a true copy,

JNO. MCWATT,
County Clerk, County of Simcoe.

SCHEDULE of the several Companies incorporated for the construction of Railways in Canada, from the date of the first Act of incorporation, to the close of the Session of 1850: shewing the extent of the privileges granted to each Corporation, with the proceedings taken thereupon—Chronologically arranged.

I. UPPER CANADA.

NAME OF COMPANY INCORPORATED.	DATE OF ACT.	AMOUNT OF CAPITAL.	DIRECTION OF ROUTE.	TIME WITHIN WHICH RAIL-ROAD MUST BE COMPLETED.	REMARKS.
1. COBOURG RAIL-ROAD COMPANY.	4th Wm. IV., c. 28, (6th March, 1834.)	£40,000 in 4,000 shares of £10 each.	From any point on Rice Lake to Lake Ontario, at or near Cobourg. (See remarks.)	To be commenced within two years, and completed within eight years, from the passing of the Act.	By 6 Wm. IV., c. 19, the time for commencing operations was extended for three years, from 20th April, 1836. By 7 Wm. IV., c. 71, Government Debentures to the amount of £10,000 were authorized to be issued to the Company by way of loan, and the 6th clause of the original Act, which limited the route of the Rail-road "to or near the route surveyed by D. P. Robinson, Deputy Provincial Surveyor," was repealed. The Act incorporating this Company expired from non-user; but by the 9th Vict., c. 80, it is revived, and the Company are incorporated as "The Cobourg and Rice Lake Plank Road and Ferry Company," who are authorized by that Act to construct a plank or macadamized road from Cobourg Harbour to a certain place known as Girdle's Landing, on the south shore of Rice Lake, &c. Their capital is fixed at £25,000, with power to increase the same to double that amount if found necessary;—a time limited under this Act for the completion of the road.
2. LONDON AND GORE RAIL-ROAD COMPANY, afterwards called "THE GREAT WESTERN RAILWAY COMPANY."	4th Wm. IV., c. 29, (6th March, 1834.)	£100,000 in 8,000 shares of £12 10s. each; but may be extended to £200,000, if Railroad carried to river Thames or Lake Huron. (See remarks.)	From the Town of London to Burlington Bay, and also to the navigable waters of River Thames and Lake Huron; afterwards extended to Toronto. (See remarks.)	To be commenced within two years, and finished, from London to Burlington Bay within ten years; and from London to River Thames and Lake Huron within twelve years from the passing of the Act.	By 7 Wm. IV., cap. 61, the title of the Company is changed to "The Great Western Rail-road Company." Capital Stock may be extended to £500,000; Company authorized to continue the Rail-road from London to Point Edward, at the foot of Lake Huron; Receiver General authorized to issue Debentures to Company to an amount not exceeding £200,000, on certain conditions, by way of loan. Canada Company authorized to construct a Branch Rail-road (to join the Great Western) from Guelph to any point between Hamilton and London; Niagara and Detroit Rivers Rail-road not also authorized to connect their road with the Great Western. By 7 Wm. IV., c. 62, payment of interest on the loan for the construction of the Rail-road is secured, by providing that in default of the due payment thereof by the Company, the same shall be levied by assessment upon the Hurd, London, and Western Districts. By 7 Wm. IV., c. 63, The Great Western Rail-road is divided into three sections; first, from Hamilton to Woodstock; second, from Woodstock to London; third, from London to its western terminus; and neither section may be commenced until the preceding one has been completed; moreover the Directors are required to call in all the stock subscribed for, within five years. But by 8 Vict., c. 86, all the aforesaid Acts are repealed, and the original Act 4 Wm. IV., c. 29, is revived, with certain exceptions. The Company is continued as the Great Western Rail-road Company, and their Capital Stock increased to £1,500,000, in 60,000 shares of £25 each; they are authorized to construct the Rail-road from London to Point Edward, at the foot of Lake Huron; to the River Detroit; and to any point on the Niagara River. Under this Act the Rail-road is to be commenced within four years, and completed within twenty years, from the passing of the Act (24th March, 1845). Further provisions are made with reference to this Rail-road, by 9 Vict., c. 81, especially with respect to stock held by persons in Great Britain, denominated in the said Act, English Shareholders. By 10 Vict., c. 110, a company is incorporated to extend the line of the Great Western Railway from Hamilton to Toronto, by the name of the Hamilton and Toronto Rail-road Company. (Vide No. 12.) By 13 & 14 Vict., c. 129, Municipal Corporations throughout the Province are empowered to subscribe for stock in the Great Western Rail-road. And by 13 and 14 Vict., c. 130, the Company are authorized to construct a Branch Rail-road from any point on their main line to the Town of Galt, in the County of Halton. Expired from non-user. (See also, No. 6.)
3. HAMILTON AND PORT DORER RAIL-ROAD COMPANY.	5th Wm. IV., c. 17, (16th April, 1835.)	£40,000, with the privilege of extending the same to £100,000.	From the Town of Hamilton to Port Dorer on Lake Erie.	To be commenced within four years, and finished in ten years, from the passing of the Act.	
4. ERIE AND ONTARIO RAIL-ROAD COMPANY.	5th Wm. IV., c. 19, (16th April, 1835.)	£75,000, with the privilege of increasing it to £150,000, in case of the extension of the works to Lakes Erie and Ontario.	From some point on the River Welland to the Niagara River, at or below Queenston—with the privilege of extending the same from the River Welland to Lake Erie (or to the Niagara River below Lake Erie); and also, to continue the Railway from Queenston to Lake Ontario, if they shall contract for the same before any other company shall be chartered for such a purpose.	To be commenced within one year, and completed within five years, from the passing of the Act. But by 5 Vict., cap. 40, the time for completing the line is extended for five years.	By clause 22 the Legislature reserves the right of incorporating hereafter any other company for constructing a Rail-road in any other part of the country between Lakes Erie and Ontario, so as the same shall not impede the completion of any line of Railway actually begun by this Company within three years from the date of this Act. By 7 Wm. IV., c. 68, £5,000 are authorized to be raised by Debentures, and loaned to the Company to enable them to complete their Rail-road. (This Rail-road is in operation from Queenston to Chippawa, on the River Welland.)
5. TORONTO AND LAKE HURON RAIL-ROAD COMPANY.	6th Wm. IV., c. 5, (20th April, 1836.)	£500,000, in shares of £12 10s. each.	From the City of Toronto to some portion of the navigable waters of Lake Huron, within the limits of the Home District.	Road to be commenced within three years, and completed within ten years, from the passing of the Act.	By the Act 7 Wm. IV., c. 60, with a view to facilitate the completion of this Rail-road with the least possible delay, authority is given for the issue of Government Debentures to the extent of £400,000, to be applied in and of the Road after its construction has been actually commenced, and at certain stages of its progress: the principal and interest thereof to be secured by way of mortgage on the said Rail-road; and if the Railway Directors be unable to meet the interest on such Debentures, the same to be raised by imposing a rate on the inhabitants of Toronto, and of the country through which the Rail-road may pass. The Company are further authorized to construct a Branch Rail-road to any point on Lake Simcoe. By the Act 7 W. 4, cap. 64, this Rail-road is divided into three sections: 1st, from Toronto to the South side of the Oak bridge; 2nd, from thence to the North side of the Oak bridge; 3rd, from thence to the Township of Nottawasaga, on Lake Huron, or to the terminus in the County of Simcoe; and neither section may be commenced until the preceding one has been completed. The Directors are furthermore required to call in all the stock subscribed for, within five years. The Act incorporating this Company expired by non-user. But by 8 Vict., cap. 83, it was revived, and the Company authorized in their discretion to construct either a Rail, Plank, Macadamized or Blocked road. They were also empowered to fix the terminus of such road at any point on Lake Huron they might deem most advisable; and the time for completing the same is extended four years, from 29th March, 1845. The Stock under this Act is £500,000, as in the former one, but in shares of £5 each. By 10 Vict., cap. 111, the Company are authorized "to construct one or more branches from the main line of road extending westward from Toronto to the waters of Lake Huron, so that the rail road may have two or more termini on the navigable waters bounding the Western extremity of this Province, at such points as the Directors of the said Company may deem expedient, provided always that no such terminus shall be at a point South of Port Sarais on the outlet of Lake Huron." The Capital Stock of the Company is extended to £1,500,000 currency. Branches extending North or South of the projected line of Rail-road, West of Toronto, to be completed within twenty years from the commencement thereof. By the Act 10 & 11 Vict., cap. 68, explanatory of the intent and meaning of the aforesaid Act of the 8 Vict., cap. 83, it was enacted, that parties who had become Stockholders in the Rail-road contemplated by the original Act (of the 6 Wm. 4, cap. 5,) should not be considered as thereby subscribers to the Stock required under the Act 8 Vict., authorizing the construction either of a Plank, Macadamized or Rail road, in lieu of the original undertaking. Provided always that liabilities incurred under and by reason of the first mentioned Act (of the 6 Wm. 4) shall still continue as before. No provision however was made by either of the foregoing Acts for extending the time allowed by the Act 8 Vict., for completing the main line of Road; the privilege for constructing which must therefore have expired in 1849. (See also, No. 15.)
6. NIAGARA AND DETROIT RIVERS RAIL-ROAD COMPANY.	6th Wm. IV., c. 6, (20th April, 1836.)	£500,000, in shares of £8 5s. each.	From Niagara River in Township of Bertie, to River Detroit in Township of Sandwich.	To be commenced in two years, and completed within ten years, from the passing of the Act.	By clause 7, authority is given to this Company to contract with any other Corporation possessing any Railroad, Canal, Dam or Bridge, for the right to cross or use such Railroad, Canal, &c., or to obtain a transfer of the right and privileges or any of them of any such Company to the Company established by this Act. By clause 28, the Hamilton and Port Dorer Rail-road Company (or any other Company now formed or to be hereafter formed) are authorized to establish lateral branches from their line of Rail-road to Queenston, Niagara, Hamilton, London, Chatham, or any other place between the Townships of Sandwich in the Western District and Bertie in the Niagara District. This Act has expired by non-user.
7. HURON AND ONTARIO RAIL-ROAD COMPANY.	6th Wm. IV., c. 7, (20th April, 1836.)	£350,000, with privilege to extend the amount to £500,000.	From Wellington Square, Burlington Bay, or Dundas, to the Town of Goderich.	To be commenced within four years after the passing of the Act, and finished in ten years.	By clause 21, the Company have authority to construct Harbours at Wellington Square, Burlington Bay or Dundas, and at Goderich, which shall be accessible to, and fit, safe and commodious for vessels navigating Lakes Ontario and Huron; and to construct Mole, Piers, Wharves, Buildings, &c. This Act has expired by non-user.
8. LONDON AND DEVONPORT RAIL-ROAD AND HARBOUR COMPANY.	7th Wm. IV., c. 62, (4th March, 1837.)	£50,000 in 9,000 shares of £5 5s. each.	From Town of London to Lake Erie, at or near the Village of Devonport, at mouth of Cat Fish Creek.	To be commenced within two years, and completed within seven years, from the passing of the Act.	By clause 2, the Company have authority to construct a Harbour at the mouth of Cat Fish Creek on Lake Erie, the same to be accessible to, and fit, safe and commodious for vessels navigating Lake Erie; and to construct Mole, Piers, Wharves, Buildings, &c. This Act has expired by non-user.
9. MONTREAL AND KINGSTON RAIL-ROAD COMPANY.	10th Vict., c. 107, (26th Dec., 1846.)	£100,000, in 40,000 shares of £25 each. (See remarks.)	From City of Montreal to Town of Kingston.	To be commenced within four years, and completed within twenty years, from the passing of the Act.	By 34th clause, the Directors are empowered to make arrangements for uniting the Company with any other Railway Company now or hereafter to be chartered in any other part of the County between Montreal and Kingston, and especially with the Montreal and Lake Huron Railroad Company, in which case their capital stock shall be increased to the extent of the capital stock of the Road thus acquired. This Railway is authorized to be constructed in connection with a contemplated chain of Railway communication, to extend from the Western boundary of the Province to Montreal. This Act has expired from non-user.
10. WOLFE ISLAND, KINGSTON AND TORONTO RAIL-ROAD COMPANY.	10th Vict., c. 108, (26th Dec., 1846.)	£1,000,000 in 40,000 shares of £25 each.	From Town of Kingston to City of Toronto, with a Branch from Kingston across Wolfe Island, to Province Boundary line.	To be commenced within four years, and completed within ten years, from the passing of the Act.	By 35th clause, the Company are authorized, at any time within four years of the passing of the Act, to extend their line of communication (by Rail-road and Steam Ferry) to the Boundary line of the Province, opposite Cape Vincent, in the State of New York, crossing Garden and Wolfe Islands. This Railway is authorized to be constructed in connection with a contemplated chain of Railway communication, to extend from the Western boundary of the Province to Montreal. This Act has expired from non-user.
11. PETERBORO' AND PORT HOPE RAILWAY COMPANY.	10th Vict., c. 109, (26th Dec., 1846.)	£100,000 in 10,000 shares of £10 each.	From Town of Peterboro' to Lake Ontario, at or near Port Hope.	To be commenced within four years, and completed within twenty years, from the passing of the Act.	By 35th clause, the Company may at any time, within ten years, extend their line of Railway from Town of Peterboro' to Chequamegon Lake, in the Colborne District; upon giving thirty days' notice of their intention to do so in all the newspapers published in Peterborough.
12. HAMILTON AND TORONTO RAIL-ROAD COMPANY.	10th Vict., c. 110, (26th Dec., 1846.)	£225,000 in 9,000 shares of £25 each.	From Hamilton to Toronto.	To be commenced within three years, and finished within two years, from the passing of the Act.	By 36th clause, the Company are authorized, at any time within four years of the passing of the Act, to extend their line of communication (by Rail-road and Steam Ferry) to the Boundary line of the Province, opposite Cape Vincent, in the State of New York, crossing Garden and Wolfe Islands. This Railway is authorized to be constructed in connection with a contemplated chain of Railway communication, to extend from the Western boundary of the Province to Montreal. This Act has expired from non-user.
13. WOODSTOCK AND LAKE ERIE RAILWAY AND HARBOUR COMPANY.	10th & 11th Vict., c. 117, (24th June, 1848.)	£250,000 in 50,000 shares of £5 each.	From Town of Woodstock to some point on Lake Erie between the Harbours of Port Dover and Port Burwell, inclusive.	To be commenced within five years, and completed within ten years, from the passing of the Act.	This Company is empowered to build Steam Boats or other Vessels for conveying, for the purposes of the said Road only, passengers, goods, &c., from any ports on Lake Erie to any necessary place; and also to construct Harbours, Wharves and Piers, for the use of the said Vessels. By clause 30, the Directors are forbidden to permit any travelling on this Railway on Sundays.
14. BYTOWN AND BRITANNIA RAILWAY COMPANY.	10th & 11th Vict., c. 118, (24th June, 1848.)	£10,000 in 2,000 shares of £5 each, with authority, should this amount prove insufficient, to raise a further sum of £10,000, to complete the Road.	From the Town of Bytown to some place or places in the Township of Nepean, at or near Britannia Mills.	To deposit Map and Book of Reference within one year, and complete the Railway within three years, from the passing of the Act.	The Company have also the privilege of erecting Wharves, Warehouses, &c., at such places on the line of Railway as they may deem expedient; and to possess Steam Boats or other Vessels to ply on the Ottawa River from the upper terminus of the Railway, at any place above the same, to Fitzroy Harbour, and thence to Portage du Fort, in the Township of Ross. By clause 58, the Company have the exclusive privilege (during the term of their charter) to construct a Railway or Railways from Bytown to Britannia (and at Fitzroy) so that no other Railway shall be constructed between the two places which shall at any point approach within three miles thereof. This Act has expired from non-user.
15. TORONTO AND GUELPH RAILWAY COMPANY.	10th & 11th Vict., c. 123, (24th June, 1848.)	£750,000 in shares of £25 each, with power to raise an additional sum of £250,000, if required.	From the City of Toronto, passing through the Town of Guelph, and the waste lands of the Crown lying north of the Huron Tract, to the Port of Goderich, on Lake Huron.	Survey Map and Book of Reference to be deposited within three years, and Railway to be completed within ten years, from the passing of this Act.	By clause 16, provision is made for the encouragement of the investment of British capital in this and similar undertakings, by giving facilities to parties residing in Great Britain and Ireland to become shareholders therein; and the Directors are empowered to unite with any Joint Stock Company now formed (or to be formed) in the United Kingdom, as also with the Toronto and Lake Huron Railroad Company, for the purpose of advancing the objects of this Act, and of the Act incorporating the said Railway Company aforesaid. By clause 61, the Company are forbidden to commence the construction of the Railway until shares to the amount of one hundred and fifty thousand pounds shall have been taken in the Capital Stock, and ten per centum shall have been paid into the hands of the Treasurer of the Company.
16. TORONTO, SIMCOE, AND LAKE HURON RAIL-ROAD COMPANY.	13th Vict., c. 106, (24th Aug., 1849.)	£500,000 in shares of £5 each.	From the City of Toronto to some point on the authority of Lake Huron, touching at the Town of Barrie, or at some point or points on Lake Simcoe.	Survey of Road to be deposited within three years, and Road to be completed within ten years, from the passing of the Act.	By their Act of Incorporation the Company are empowered to raise the amount of Stock required either by Subscription or by way of Lottery; but in either case it is provided that the whole proceeds thereof shall be devoted to the purposes of the Rail-road. Amended by the Act 13 and 14 Vict., cap. 134, and the title changed to "Ontario, Simcoe and Huron Railroad Union Company," and the Company are authorized to construct the Rail-road from any point on Lake Ontario, West of the Township of Burlington, in the County of York, to any point at the Southern shore of Lake Huron, touching at the Town of Barrie, at some point on the shore of Lake Simcoe.
17. BYTOWN AND PRESCOTT RAILWAY COMPANY.	13th & 14th Vict., c. 132, (10th Aug., 1850.)	£150,000 in 15,000 shares of £10 each, with authority to increase the same to £250,000, if necessary.	From some place or places on the River Ottawa, at or near Bytown, to some place or places on the River St. Lawrence, at or near Prescott.	Plan of Railway, &c., to be deposited within five years, and Railway to be completed within ten years, from the passing of the Act.	This Company have authority to erect Warehouses, Wharves, &c., at such places as may be necessary, and to possess one or more Steam or other Vessels to ply on the River Ottawa and St. Lawrence, to any place not more than twelve miles from either of the termini.

SCHEDULE of the several Companies incorporated for the construction of Railways in Canada, from the date of the first Act of incorporation, to the close of the Session of 1850: shewing the extent of the privileges granted to each Corporation, with the proceedings taken thereupon—Chronologically arranged.

(11. LOWER CANADA.)

NAME OF COMPANY INCORPORATED.	DATE OF ACT.	AMOUNT OF CAPITAL.	DIRECTION OF ROUTE.	TIME WITHIN WHICH RAILROAD MUST BE COMPLETED.	REMARKS.
1. THE COMPANY OF PROPRIETORS OF THE CHAMPLAIN AND ST. LAWRENCE RAIL-ROAD.	2nd, Wm. IV., c. 38. (25th Feb. 1832.)	£50,000 in 1000 shares of £50 each, with power to increase the same to £65,000 if necessary.	From, at or near the Village of Dorchester, commonly called St. John's, in at or near the Village of Laprairie, on the River St. Lawrence, or to some point between Laprairie and the upper end of the Island of St. Helen's, opposite the City of Montreal. By 13 and 14 Vict., ch. 114, the Railway may be extended from St. John's to the Province line, at or near Rouse's Point; and also a Branch line be constructed to the River St. Lawrence opposite Montreal.	Within three years from the passing of the Act, and Book and Plan to be prepared and deposited within twelve months. (But See Remarks.)	By clause 36, after the expiration of the first entire year from the opening of the Rail-road, the several rates of charge for the transport of passengers and goods thereon to be yearly regulated by the amount of dividend declared in the preceding year. By 3 Wm. IV., cap. 7, (3rd April, 1833,) the time for completing the Rail-road is extended for four years from passing of this Act, and Book of Reference may be deposited at any time before the first day of December, 1834. By 6 Wm. IV., cap. 6, (21st March, 1835,) the Company of Proprietors are authorised to establish a ferry across the River St. Lawrence, for the transport of passengers and goods in connection with their Railway, which ferry shall not be an exclusive right. By clause 2, the rate of charge to be taken by the Company for Passengers, Produce, Merchandise, &c., conveyed on the said ferry, are fixed and defined. By clause 3, the Steamboats, Barges, or other Vessels employed on the said ferry are authorised to make use of the public wharves in the Port and Harbour of Montreal. By Ordinance 4 Vict., cap. 18, the Company are relieved from the necessity of erecting gates where the Rail-road crosses any public highway, on condition of keeping a sufficient look-out. Certain further amendments are also made in the minor details of the Act of Incorporation. By the Act 13 and 14 Vict., chap. 114, the privilege granted to the Montreal and Province Line Railway Company of constructing their proposed Railway, is transferred to the Champlain and St. Lawrence Rail-road Company, who are authorised to construct a Branch-Railway from some point on their present line to the River St. Lawrence, opposite, or nearly opposite Montreal, and further, to continue their Railway from at or near the terminus at St. John's, to the Province Line at or near Rouse's Point, there to connect with the American Rail-roads now constructing, and thereby afford an uninterrupted line of communication from Montreal to Boston, New York, or to the West. Plans and books of reference respecting this extension of the line to be deposited within two years, and said extension to be completed within six years from the passing of this Act (i. e., from 24th July, 1835). By clause 16, the Company are authorised to establish a ferry from the point where proposed branch may terminate on the River St. Lawrence to the City of Montreal, and to charge thereupon certain prescribed rates for freight or passage money. This Railway has been completed throughout.
2. QUEBEC AND PROVINCE LINE.	6th Wm. IV., c. 59. (29th Oct. 1835.)	Cannot be ascertained, as no copy of the Act could be procured.	From Quebec to Province Line, near Monument Stream, in the State of Maine.	To be commenced within five and completed within ten years from the passing of the Act.	Expired by non-use.
3. UNITED STATES RAIL-ROAD COMPANY.	Ordinance of Special Council, 3rd & 4th Vic., c. 41. (25th June, 1841.)	£100,000, in 4000 shares of £25 each, with power to raise a further sum of £25,000 if necessary.	From the City of Montreal in the Division Line between Upper and Lower Canada, at or near Point-a-Heudelot, with a view to its continuation with a Rail-Road to be constructed to Clarkson's Landing, Brockville, in Prescott, in Upper Canada. * By clause 39 the Company are empowered to terminate the Road at Clarkson's Landing should they deem the route of a shorter or better route sufficiently ascertained thereby.	Plan and Book of Reference to be deposited within eighteen months, and Book to be completed within five years, and at least one Section to be in operation within two years from the passing of this Ordinance. (But See Remarks.)	By clause 37, the Company are authorised to divide the work into five sections, viz. 1st, from Montreal to Lachine; 2nd, from Lachine to St. Ann's; 3rd, from St. Ann's to Vaudeville; 4th, from Vaudeville to Coteau du Lac; 5th, from Coteau du Lac to Province Line: and to finish either or all in the order they may deem most advisable, and to take toll on any section when completed, though no dividend may be declared till the whole Road is finished. By clause 52, the Company are authorised to build Bridges, with Wharves, &c., to connect the Island of Montreal, at or near St. Ann's, with the main land at or near Vaudeville, and across the outlets of the Ottawa River at that vicinity. By the Act 4 and 5 Vict., chap. 45, the time for constructing this Rail-road is extended for six years from the passing of the Act (i. e., from 18th September, 1841).
4. THE COMPANY OF PROPRIETORS OF THE UPPER AND LOWER OTTAWA RAIL-ROAD.	Ordinance of Special Council, 3rd & 4th Vic., c. 48. (26th June, 1840.)	£30,000 in 600 shares of £50 each, with authority to raise a further sum of £15,000 if required.	From the River Ottawa, at or near Carleton, to a point on said River, at or near Grenville.	The Road to be completed within three years, and Book and Plan to be deposited within twelve months from the passing of the Ordinance.	This Act expired from non-use.
5. THE CARLETON AND GREENSBORO RAILWAY COMPANY.	10th & 11th Vic., c. 118. (24th June, 1848.)	£60,000 in 2400 shares of £25 each.	From some place in the County of Two Mountains, at or near Carleton, to some place in said County at or near Grenville.	Book and Plan of Reference to be deposited within eighteen months and Road to be completed within five years from the passing of the Act.	This Charter was granted without reference to the one that had expired from non-use. By clause 46, the Company are required to pay over as a duty to Government, one moiety of their net income, exceeding three pounds currency, on each and every share, after the dividends declared shall have amounted in the whole to ten per cent. per annum on their paid-up Stock from the beginning.
6. THE COMPANY OF PROPRIETORS OF THE ERIE AND TONNAND RAIL-ROAD.	Ordinance of Special Council, 4th Vic., c. 10. (21st Jan., 1841.)	£150,000 in 12,000 shares of £12 10s. each, with authority to raise a further sum of £40,000 if necessary.	From the Town of Sharnbrook by the way of the outlet of Lake Menepheanagog, in County of Simcoe, in some point on either bank of the River Richelieu.	To be completed within ten years, Book and Plan to be deposited within two years, and at least one Section to be in operation within five years of the passing of this Act.	By the 61st clause, the Company are authorised to build Bridges over the Rivers Richelieu and Magog, and to erect Wharves, &c., thereon, but they may not obstruct the free navigation of the River Richelieu, or interfere with the privilege granted to the Champlain and St. Lawrence Rail-road Company, in any way affect the use and value of the Chauboy Canal, or interfere with the privilege granted to the Honble. Robert Jones, as regards a Bridge over the River Richelieu at St. John's, near the Rapids, without his express consent. By clause 63, the Company are authorised to divide the route into five sections, first, from the town of Sharnbrook to the outlet of Lake Menepheanagog; second, from said outlet to Unicoi Lake, or Watloo; and to the Township of Sheffield; third, fourth and fifth, into equal sections towards the River Richelieu; and to proceed with each in the order they may deem most advisable: [Provided that the Rail-road shall commence at Sharnbrook, and be continued uninterruptedly towards the River Richelieu, but by Act 4 and 5 Vict., ch. 47, this proviso is repealed.] with the privilege of taking toll on any section when completed, though no dividend may be declared till the whole route is finished.
7. ST. LAWRENCE AND ATLANTIC RAILROAD COMPANY.	8th Vic., c. 23. (17th March, 1845.)	£200,000 in 12,000 shares of £50 each, with authority to raise a further sum of £50,000 if necessary. 29th Vic., cap. 176, clause 4, amount of shares reduced to £15 each.	From the River St. Lawrence at or near the City of Montreal, as may be found desirable, in the general direction of St. Hyacinthe and Sherbrooke, to such a point on the Boundary Line between this Province and the United States, near the Connecticut River, as may admit of its most advantageous connection with "The Atlantic and St. Lawrence Rail-Road," to be constructed from Portland, in the State of Maine, to said Boundary Line. This is further authorised to construct a Branch Line of Railway from the most favorable point on their Road to the Province Boundary Line, in the County of Stanstead, with a view to meet the same with any Rail-Road which may be constructed in the State of Vermont. Also, to make a Branch-Rail-Road from the South bank of the St. Lawrence, as nearly opposite to the City of Quebec as may be desirable to run with their main line at any point within the Province.	Main Line of Road to be completed within ten years, and Branch in Stanstead within a similar period. Branch to Quebec to be constructed within a further period of ten years from the passing of this Act.	By the 40th clause, at the expiration of the first entire year from the time of the opening of the Rail-road, the rates chargeable for freight and passengers shall be yearly regulated by the amount of dividends declared in the preceding year; and when the dividends declared shall exceed six pounds per share per annum, one moiety of the net income over and above the same, shall be paid over as a Tax to the Provincial Treasury. By Act 9 Vict., chap. 79, certain amendments are made in the Act of Incorporation, respecting the power of the Company to regulate the rate of Tolls on their line of Railway, and to prevent impediments in the navigation of Rivers across which they may construct Bridges, or upon which they may make Wharves or Piers. By 10 and 11 Vict., chap. 65, the Act of Incorporation is amended in various particulars, to insure its practical efficiency. Clause 12 authorises the Company, in the event of any parties being incorporated to build a Bridge across the River St. Lawrence, near Montreal; to construct a Branch Rail-road from some point on their main line to the end of the Bridge on the South bank of the St. Lawrence; and from the end of the Bridge on the river side of the River to the City of Montreal; and to agree with the Bridge Company for liberty to use the same for said Rail-road. By clause 14, the Company have power to establish a ferry between the terminus of their Road in the Parish of Longueuil to any point in the Island of Montreal, but they have not the exclusive privilege of such ferry, and are required to charge the rates of carriage specified in the Schedule of this Act. By 12 Vict., chap. 176, various amendments are made in the Act of Incorporation with a view to facilitate the operation of the Company. By clause 5, the remaining shares of the Capital Stock unsubscribed for, shall, on being subscribed for, entitle the holders in proportion to the division of profits, being distinguished as shares "of the new and preferred stock" of the Company. By clause 13, the Corporation of Montreal or the Ecclesiastical of the Seminary of St. Sulpice, or any other Corporation, bodies, Civil or Ecclesiastical, within the Province, may take stock in said Money to the said Company, in the name of any private individual. By the Act 13 and 14 Vict., chap. 118, further amendments are made to the Act of Incorporation for the purpose of facilitating the prosecution of this undertaking, and by clause 10 thereof the Company are authorised to avail themselves of the provisions of the Act 12 Vict., chap. 29, to provide for affording the Provincial guarantee to the Bonds of Railway Companies on certain conditions. By clause 12, they are exempted from the necessity of erecting gates at the intersection of Highways by their Rail-road on condition of providing sufficient guard-boards thereat.
8. MONTREAL AND LACHINE RAIL-ROAD COMPANY.	10th Vic., c. 82. (9th June, 1846.)	£75,000 in 1500 shares of £50 each, with power to increase the same to £100,000 if necessary. In consequence of £75,000 being insufficient to complete this Rail-Road, and of its proving impossible, by reason of the depreciation of the Company's stock to raise the further sum above mentioned, under the Act of Incorporation, the Company are authorised by the 12th Vic., chap. 177, to raise the sum of £40,000 in further shares, by raising new stock to that amount.	From the City of Montreal to the Parish of Lachine.	Map and Plan to be deposited within six months, and the Road to be completed within three years from the passing of this Act.	By clause 34, the Company are required when their Dividend shall exceed six pounds per share per annum to pay over to the Provincial Treasury, one moiety of their net income above this amount, provided that said tax shall not be payable until the dividends declared shall have amounted in the whole to ten per cent. per annum on the paid-up stock. By clause 51, the Legislature may transfer the Right of Property in this Rail-road upon certain conditions to any incorporated Company which shall, before such assumption, have completed (or expended not less than £100,000 towards the completion of) a Rail-road from Lachine to Kingston, by the way of the Port in Upper Canada. By the 10th and 11th Vic., chap. 63, divers provisions necessary to the effective working of the Act of Incorporation, and which were omitted in the same, are supplied. By clause 4 of 12 Vict., chap. 177, all Corporations within the Province, whether Ecclesiastical or Civil, are authorised to subscribe for the new Stock to be raised under this Act. And by clause 5, provision is made for the sale of the Rail-road, should it become necessary so to do. Such sale is not to operate as a dissolution of the Company, but the parties purchasing the same to become the Company. Rights of third parties, suits, &c., not to be affected by the sale. Certain doubts as to the power of the Corporation to become parties to summary suits, are removed. By the 13th and 14th Vic., chap. 112, the Montreal and Lachine Rail-road Company are authorised, if a majority of the Directors of the two Companies shall think fit, to amalgamate with the Lake St. Louis and Province Line Railway Company, and to form a new Company, to be called "The Montreal and New York Rail-road Company" for the purpose of forming a line of Railway from the City of Montreal to the Province Line. By the 13 and 14 Vic., chap. 113, the Montreal and Lachine Rail-road Company are authorised to extend their line of Railway from Lachine to some place at or near Prescott, in Upper Canada; to make Bridges across any Rivers, Canals, &c., they may intersect; to erect Wharves, &c., at such places as they may deem expedient; and to possess one or more Steam or other Vessels to ply on the Rivers Ottawa and St. Lawrence, or either of them, in connection with said Railway. To enable them to complete this undertaking, they are authorised to raise Stock to the amount of £750,000, in 6000 shares of £12 10s. each (in addition to the Stock created by the Acts 9 Vict., chap. 82, and 12 Vict., chap. 177). The Company with the enlarged powers granted by this Act, are authorised (so soon as they have completed twenty-five miles of the additional Road,) to change their name to "The St. Lawrence and Ottawa Grand Junction Rail-road Company," provided that it is understood that they do not thereby become a new Corporation. By clause 22, it is provided, that if it be not in the power of the Montreal and Lachine Rail-road Company to make the proposed extension of this Road, then certain persons the remainder shall be incorporated as a new Company for that purpose, under the name of "The St. Lawrence and Ottawa Grand Junction Rail-road Company." If the contemplated extension of the line be undertaken by the Montreal and Lachine Rail-road Company, they are required to commence the same within three years, and complete it within ten years from the passing of the Act (i. e., from 10th August, 1850). But if such extension of the line be undertaken by the new Company aforesaid, then they are required to commence the same within three years from the expiration of the time allowed to the Montreal and Lachine Rail-road Company, and to complete it within ten years from the same time.
9. THE LAKE ST. LOUIS AND PROVINCE LINE RAILWAY COMPANY.	10th & 11th Vic., c. 120. (24th June, 1848.)	£150,000 in 3000 shares of £50 each, with authority to raise a further sum of £50,000 if necessary.	From the Village of Skulls St. Louis, in the County of Huntingdon, to some convenient point in the Counties of Huntingdon or Benbarn, within three miles from the line dividing the Township of Huntingdon from the County of Huntingdon, with a view to its junction with some Railway to be constructed to connect the North-Western part of the State of New York with Lake Champlain.	Map and Book of Reference to be deposited within eighteen months and Rail-road to be completed within five years from the passing of the Act. Time extended in within eighteen months and five years respectively, from the 10th August, 1850, (by 13 and 14 Vic., c. 112 sec. 5.)	By the 40th clause, the Company are required to pay one moiety of their net income exceeding six pounds per share per annum, as a duty, to the Government, so soon as the dividends declared shall have amounted in the whole to ten per cent. per annum on the Capital Stock. By the 13 and 14 Vic., chap. 112, the amalgamation of the Montreal and Lachine Rail-road Company with the Lake St. Louis and Province Line Railway Company, is authorised, upon certain conditions, whenever a majority of the Directors and Stockholders of both Companies consider the same to be expedient. The united Company is to be known as the Montreal and New York Rail-road Company; but is to be deemed in law to be the same Corporation with each of the Companies aforesaid.
10. THE ST. LAWRENCE AND INDEPENDENT VILLAGE RAIL-ROAD COMPANY.	10th & 11th Vic., c. 64. (28th July, 1847.)	£12,000 in 480 shares of £25 each, with power to raise a further sum of £4000 if required.	From some place on the River St. Lawrence, in the Parishes of Lavaltrie or Lamoignon, District of Montreal, to some place in the Parish of St. Charles-Bonhomme, at or near Industry Village.	Map and Book of Reference to be deposited within six months, and the Road to be completed within three years from the passing of this Act.	By clause 21, it is provided, that one-tenth of the Capital Stock shall be paid up and deposited in one or more chartered banks in the Province, before the Road shall be commenced. By clause 43, the Company are required to pay one moiety of their net income exceeding six pounds per share per annum, as a tax to the Government, so soon as the dividends declared shall have amounted in the whole to ten per cent. per annum on the paid-up Stock.

No. 3. SCHEDULE of the several Companies incorporated for the construction of Railways in Canada. (Lower Canada.)—Continued.

NAME OF COMPANY INCORPORATED.	DATE OF ACT.	AMOUNT OF CAPITAL.	DIRECTION OF ROUTE.	TIME WITHIN WHICH RAIL-ROAD MUST BE COMPLETED.	REMARKS.
11. MONTREAL AND PROVINCE LINE JUNCTION RAILWAY COMPANY.	10th & 11th Vict., c. 121. (24th June, 1848.)	£40,000 in 800 shares of £50 each, with power to raise a further sum of £25,000 if necessary. Capital stock increased to £65,000, by the 12th Vict., ch. 179.	From the present terminus of the Champlain and St. Lawrence Railway at St. John's, to or near the Province Line at Rouse's Point, at their junction, with a view to the junction with some American Railroad, and the formation of an uninterrupted line of Railway communication between Boston, New York, and Montreal.	Map and Book of Reference to be deposited within one year, and road to be completed within six years from the passing of the Act. Period for depositing the Map and Book of Reference further extended for eighteen months, by the 12th Vict., ch. 179.	This Act, together with the 12 Vict., chap. 179, amending the same, repealed by 13 and 14 Vict., ch. 114, and a similar privilege conferred on the <i>Champlain and St. Lawrence Railway Company</i> , (No. 1.)
12. THE CANADA, NEW BRUNSWICK AND NOVA SCOTIA RAILWAY COMPANY.	10th & 11th Vict., c. 122. (24th June, 1848.)	£3,000,000 Cy, and that £2,000,000 be first raised in 100,000 shares of £20 Sterling or \$100 Cy each.	From Melboume, or Drummondville, to Point Levy, opposite Quebec, and thence by Rivière du Loup in the Province Line of New Brunswick.	Map and Book of Reference to be deposited within twelve months, and Railway to be completed within twelve years from the passing of the Act.	By Clause 38, the Company are not allowed to commence the Railway until Stock to the amount of £300,000 shall have been subscribed for, and ten per cent. thereof paid up; nor until after the Directors of the Company have been elected.
13. THE MONTREAL AND VERMONT JUNCTION RAILWAY COMPANY.	12th Vict., c. 178. (30th May, 1849.)	£100,000 in 4000 shares of £25 each. Company may raise a further sum of £40,000 if necessary.	From the River St. Lawrence, opposite Montreal, to such point at the Province Line near Highgate, State of Vermont, as the Company may deem expedient for forming a junction with a Railway from Burlington, Vermont, and crossing the River Richelieu at St. John's, by a Draw-bridge, to be erected exclusively for the use of the Railway.	Map and Book of Reference to be deposited within one year, and Railway to be completed within six years from the passing of this Act.	With respect to the Draw-bridge over the River Richelieu, required for this Railway, provision is made to protect the rights of the Honorable Robert Jones, in the Bridge across the said River, belonging to him, and enabling the Company, with his consent, to purchase the said Bridge. Also, authorising a Junction to be formed upon certain conditions with a Line of Railway which may be constructed, by the Champlain and St. Lawrence Railway Company, from St. Johns to some point which may be agreed upon opposite Montreal, provided such Branch-Railway be completed within two years. By clause 40, it is provided, that when the profits of the Railway shall exceed ten per cent. per annum, half the surplus shall be paid as a duty to Her Majesty.
14. THE SAINT LAWRENCE AND OTTAWA GRAND JUNCTION RAIL ROAD COMPANY.	13th & 14th Vict., c. 113. (10th Aug., 1850.)	£750,000 to be divided into 60,000 shares of £12 10s. each.	To carry on the present line of Railway from Montreal to Lachine from some convenient place in the Parish of Lachine, to or near Prescott, in Upper Canada, either in the direction of St. Ann's, Vanouil, Rigaud, and towards Hawkesbury, or in the direction of St. Eustache, St. Andrew, Grenville, and thence to some point at or near Prescott, as may be decided.	To be commenced within three years and completed within ten years from the expiration of the time allowed to the Montreal and Lachine Rail Road Company to construct this line of road.	This Company is incorporated to construct the proposed Line of Railway, in the event of the Montreal and Lachine Railway Company being unable to undertake the extension of their Road to Prescott, as by certain provisions in this Act they are allowed a prior right of doing (See <i>Montreal and Lachine Railway Company</i> , No. 8.) By clause 15, the Company are authorised to divide the Rail-road into Sections, and to construct any one section thereof, and receive tolls thereon, before the commencement of another.
15. THE INDUSTRY VILLAGE AND RATHFRY HILL ROAD COMPANY.	13th & 14th Vict., c. 115. (10th Aug., 1850.)	£90,000 in 1800 shares of £5 each, with the privilege of raising a further sum of £4000 if necessary.	From the Village or Township of Rathfray, in the District of Brandon, in some place in the Parish of St. Charles Borromeo, at or near Industry Village.	Map and Book of Reference to be deposited within one year, and Road completed within four years from the passing of the Act.	By clause 21, it is provided that one-tenth of the Capital Stock shall be paid up before the Railroad is commenced. By clause 43, one-half of the net income from the Railroad, exceeding twenty pounds per cent. is required to be paid over as a tax to the Provincial Treasury; provided that no such duty shall be payable until the dividend shall have amounted to the whole of the per cent. per annum on the paid-up Capital Stock.
16. THE QUEBEC AND RICHMOND RAIL ROAD COMPANY.	13th & 14th Vict., c. 116. (10th Aug., 1850.)	£650,000 in 52,000 shares of £12 10s. each.	From some point on the River St. Lawrence opposite the City of Quebec as may be found desirable, to the River St. Francis, at or near the Village of Richmond, in the Township of Shipton, there to connect with the St. Lawrence and Atlantic Railroad.	Rail-Road to be completed within ten years from the passing of the Act.	The Company are authorised to possess Steam or other vessels to ply across the River St. Lawrence, from the Railway terminus on the South shore to the City of Quebec, or to such other point on the North shore of the River as may be deemed expedient, and to make a Line of Railway from the landing place to the City of Quebec. By clause 24, the Company are empowered to create new and preferential Stock out of shares remaining unsubscribed for. By clause 28, all Corporations, Civil, Ecclesiastical, or Collegiate, within the Province, are authorised to take stock in or loan money to this undertaking: provided that if the Quebec City Corporation loan money to, or take stock in the same, the Mayor of the City shall, <i>ex officio</i> , be a Director of the Company without being subject to election. By clause 46, one-half of the net income of the Company exceeding £12 per cent. per annum is required to be paid over as a tax to the Provincial Treasury: provided that no such duty shall be payable until the dividend shall have amounted, in the whole, to ten per cent. per annum on the paid-up Capital Stock.
17. THE QUEBEC AND SAINT ANDREW'S RAIL ROAD COMPANY.	13th & 14th Vict., c. 117. (10th Aug., 1850.)	£750,000 in 50,000 shares of £25 each.	From Point Levy, opposite Quebec, or any other station on the River St. Lawrence within or below the County of Dufferin, to the Boundary Line between this Province and New Brunswick, there to connect with any Line of Railway that may be made from St. Andrews, or any other part of the Province of New Brunswick.	Map and Book of Reference to be deposited within two years, and Railway to be completed within fifteen years from the passing of the Act.	By clause 32, the Company is empowered to possess such Steam or other Vessels as may be necessary to ply in connection with this Railway, across the River St. Lawrence to Quebec. By clause 56, any other Railway Company within the Province is authorised to form a Junction with this Line of Road, at any point thereupon which may be considered desirable.

GENERAL ACTS RESPECTING RAILWAYS

To make certain general Provisions regarding Services which the Government may require of Rail-Road Companies, whose Acts of Incorporation make them subject to such general provisions.	12th Vict., c. 28. (30th May, 1849.)	This Act provides that every Railway Company whose Act of Incorporation contains a provision subjecting it to any general law respecting Railways, shall be bound at all times, on being lawfully required, to render every service to Government in the conveyance of Troops, Mails, Naval or Military Stores and Ammunition, Police and others, travelling on Her Majesty's service; and to place at the disposal of Government, when called upon, any Electric Telegraph in their possession. By clause 2, no By-laws of any Railway Company imposing or altering Tolls, or binding any party other than the Company's members, or servants, shall have any force or effect until sanctioned by the Governor in Council.
For affording the Guarantee of the Province to the Bonds of Railway Companies on certain conditions, and for rendering assistance in the construction of the Halifax and Quebec Railway.	12th Vict., c. 29. (30th May, 1849.)	This Act authorises the Government to guarantee upon certain conditions, the payment of interest on loans to be raised by any Railway Company, Chartered by Act of the Provincial Parliament, of not less than seventy-five miles in extent. But no such guarantee may be afforded until half the entire Line of Road shall have been completed, nor without due security for the re-payment of the loan. By clause 6, it is provided that if Her Majesty's Government, either directly, or through some private Company, shall undertake the construction of the proposed Railway between Halifax and Quebec, it shall be lawful for the Provincial Government to pay yearly in proportion as the work advances, a sum not exceeding £20,000 Sterling, to aid thereof, and to procure and place at the disposal of the Imperial Government all land within the Province required for the purposes of the Railway, as well as all ungranted lands lying on the line of Railway to the extent of ten miles on each side thereof.
To amend and extend the provisions of the Act 12 Vict., ch. 84, authorising the formation of Joint Stock Companies for the construction of Roads, &c., in Upper Canada.	13 and 14 Vict., ch. 72. (10 August, 1850.)	This Act extends the provisions of the recited Act of the 12 Vict., ch. 84, to all Rail or Tram Roads, whether constructed of iron, wood, or stone, which may be undertaken by Joint Stock Companies under said Act, provided that any such Road, to be made under the provisions of this Act, shall be subject to such supervision and control by the Governor and Council of the Province, as may be directed by any general Railroad Act. By clause 6, the time allowed for completing any Road under the Act aforesaid, shall, in the case of any Rail or Tram Road, be extended to the period of five years.

Canada.)—*Continued.*

REMARKS.

p. 179, amending the same, repealed by 13 and 14 Vict., ch. 114,
Amplify and St. Lawrence Railway Company, (No. 1.)

owed to commence the Railway until Stock to the amount of
ten per cent. thereon paid up; nor until after the Directors of the

the River Richelieu, required for this Railway, provision is made to
Jones, in the Bridge across the said River, belonging to him, and
purchase the said Bridge.

ed upon certain conditions with a Line of Railway which may be
ence Railway Company, from St. Johns to some point which may
such Branch-Railway be completed within two years.

the profits of the Railway shall exceed ten per cent. per annum,
Her Majesty.

et the proposed Line of Railway, in the event of the Montreal and
undertake the extension of their Road to Prescott, as by certain
right of doing. (See *Montreal and Lachine Railway Company.*

ed to divide the Rail-road into Sections, and to construct any one
before the commencement of another.

nth of the Capital Stock shall be paid up before the Railroad is

from the Railroad, exceeding twenty pounds per cent. is required
treasury; provided that no such duty shall be payable until the divi-
per cent. per annum on the paid-up Capital Stock.

No. 4.

ST. CATHERINES, *3rd January, 1851.*

WELLAND CANAL OFFICE.

SIR,—The desire of the Executive that I should go down to Montreal and receive your instructions having been intimated to me, I at once proceeded there, and I have now the honour to report, for your information upon the state of the works generally of the Montreal and Atlantic Railroad ; and also to lay before you the results of my inspection and examination of them, and to furnish as explicitly as I can, the information required by the instructions given me by you. In doing so, I shall touch upon the several matters in the order in which they are referred to, in your instructions. The principal points in which are:

First, To make as full and as detailed an examination of the line of road, and of the several structures thereon as the weather would admit of.

Second, To determine generally the extent of the portion of road worked upon, the amount of work already done, with reference also to the amount still to be done—to report thereon, as well as on the style and manner in which the works so far have been constructed.

Third, To ascertain from the general and monthly estimates, and from such other documents as I might find it necessary to examine, the amount of monies expended up to the present on the work and contingencies necessarily attendant thereon—and the amount or quantity of the materials delivered or provided for it.

Fourth and finally, To ascertain generally the amount of work remaining to be done—the probable cost thereof, and to report the same, together with all the general matter or matter of detail, connected with the undertaking, that it is necessary the Executive should be made acquainted with, so as to be enabled duly to carry out the provisions of the Act chap. 29, Vict. 12.

The necessary arrangements having been made for the inspection, I had the honour of being accompanied by you and also by Messrs. Young and Galt, Directors of the Montreal and Atlantic Railroad, and by Mr. Webster their Secretary, and by Mr. Gzowski their Engineer, over that portion of the line from the St. Lawrence to a point about seven miles beyond St. Hyacinthe in the usual passenger train—from thence attended by Mr. Galt and Mr. Gzowski, I proceeded leisurely along the the remainder of the line of works on foot. The ground

being clear of snow, I had a full opportunity of seeing every part of the work—immediately after which the snow commenced to fall heavily. Had this fall of snow taken place but a day or two earlier, it would have been impossible for me to have proceeded with the duty on which I was sent.

I now proceed to give the results of my inspection and examination on the several points as they occur in your instructions.

First, As I have already stated, after having inspected the several buildings &c., at the terminus at Longueuil, I proceeded by train to about seven miles beyond St. Hyacinthe, stopping at the several way stations and bridges, &c., so as to make the necessary inspection of each—from thence I walked the remainder of the line, resting at night in the sub-contractors' shanties. I was thus enabled fully to examine the work in its various stages to judge of the materials and mode of construction, the nature of the rock and earth cuttings, embankments, &c.

Second, The total length of the road, from the St. Lawrence to the Provincial line, may be set down as one hundred and twenty-six miles ; of this, about seventy-one miles, as near as may be, have been worked upon, and on that portion of these seventy-one miles, from the St. Lawrence to St. Hyacinthe (thirty miles) the trains have been running daily for about two years. These thirty miles constitute the "first section" of the road. On it there are several large and expensive bridges—one over the Grand Canal about seven miles from Longueuil,—another of nine hundred and fifty feet in length over the Richelieu—another over the Huron River about six miles East of the Richelieu. The piers and abutments of all the bridges are of excellent heavy ashlar masonry—the superstructures are of good materials and well framed, and altogether the structures exhibit all the qualities necessary to efficiency and durability. This section is chiefly embankment, which may be averaged throughout at $6\frac{2}{10}$ feet, but although it has been so long in actual use, it is by no means completed—indeed the superstructure may be said to have been in great part only temporarily laid, and it must be raised and relaid. The ballasting is chiefly yet to be done. The travel over it, in many places is very rough, but when ballasted and the rails relaid, the road will be found to have been benefited by the length of time during which the embankment will have had to settle and consolidate, prior to the final laying of the rails. The Engineer sets down the sum of £18,000 as required for these purposes. From the rates at which this work of ballasting is let, and the

progress made in it, I have no doubt but that this sum will be found sufficient.

The second section into which the line is divided, is from St. Hyacinthe to the St. Francis, thirty-eight miles. Of this length the rails are now laid on about twelve miles—and the cross ties to take the rails on, about three miles more. The remainder of this section, has been worked on continuously and is so far advanced that the Contractor calculates on having the rails laid on the whole of it early in spring. I am however of opinion that the section will not be ready for the cars before the latter end of July. Upon this section also, there are several heavy bridges crossing the Yamaska, two branches of the Black River, Moose River, Shingle Creek, &c., &c. The bridge over the Yamaska may be looked on as finished, and the piers and abutments of all the others are also nearly completed—the masonry of the entire is very creditable—considerable progress is made on the superstructure of these bridges also, which can be finished before the other parts of the road are ready. For this section the whole of the cross ties, and of the rails, chains and spikes are ready on hand.

The principal works remaining to be done are the completion of some embankment, and rock cutting in two or three places. The force employed on them is necessarily restricted, either from the nature of the drainage or the manner in which the work must be carried on from the ends.

Section No 3, comprises that portion of the line from the St. Francis (including the bridge over that River) to the Depot at Sherbrooke being $27\frac{1}{4}$ miles. Of this distance about 3 miles terminating at the Depot in Shipton are in progress, and the works thereon very forward, some heavy culverts built, the cuttings and embankments well advanced, and a very large amount of the work done at the bridge over the St. Francis. The masonry in the abutments and pier of this bridge, although of stone not so capable of being well dressed as that in the other bridges, is also of the most solid and permanent description. The rails, chains, spikes and cross ties for these three miles are also on hand. On the remainder of this section to Sherbrooke, about twenty-four and a quarter miles, nothing has been done, for this distance the line is very favourable throughout, and no difficulties whatever present themselves.

The fourth and last section is from the Depot in Sherbrooke to the Province line. On this section nothing has been done: its length is about thirty and three-quarter miles.

In concluding my general remarks upon the points referred to in the second instruction, I would state that "the style and manner in which the works, so far, have been constructed" is creditable to the skill and management of the Engineer, and ensures that the road when completed, will be a sound and durable structure, and of cheap maintenance. There are some of the embankments which from the soft nature of the base on which they stand, and the quality of the material of which they are composed, will in my judgment, be subject to much settlement for some years, and will require to be raised and the superstructure relaid several times before they finally stand to their grade. This difficulty, more or less to be encountered in all such works, will be probably greater on this, from the fact of some of these banks being formed at once, in one lift, either by tumbling carts or wheelbarrows, and no means taken to consolidate the materials.

Third. In proceeding to comply with the third instruction to me, namely, to ascertain from the monthly estimates and such other estimates or documents as I might find necessary, "the amount expended up to the present" on the work and its contingencies, I have to express my acknowledgment of the full and free manner in which I was permitted access to the estimates, accounts, exhibits of disbursements, &c., as well in the Engineer's office as in that of the Secretary.

When, on my inspection, the estimates for the month of November were prepared and ready for payment; and there being a fixed force on the work, there was no difficulty in ascertaining what the disbursements for December also would be. In order therefore to furnish a "statement of the amount expended up to the present," I had an exhibit prepared which I now give, showing the amounts paid on the several heads to November—the amounts to be paid for November and December (the means for which Mr. Galt informs me are in hand) and thus I am enabled to give you the statement required.

Abstract of the Disbursements of the St. Lawrence and Atlantic Railroad Company, in the construction and equipment of the Railway up to the 25th October, 1850, together with an estimate of the Disbursements made and to be made in the months of November and

December, 1850, forming an estimate of the expenditure of the Company up to the 1st January, 1851.

Construction, direct expenditure.	Paid.	To be paid.	Total.
	£ s. d.	£ s. d.	£ s. d.
Engineering.....	15706 6 8	800 0 0	16506 6 8
Lands, stations and fencing	15602 17 11	1600 0 0	17202 17 11
Grading.....	92447 7 1	1471 0 0	93918 7 1
Superstructure.....	14661 4 9	0 0 0	14661 4 9
Iron.....	45379 13 2	0 0 0	45379 13 2
Laying track.....	6773 19 9	0 0 0	6773 19 9
Freight and passenger Buildings.....	3857 12 10	0 0 0	3857 12 10
Machine and workshops...	2684 0 5	0 0 0	2684 0 5
Water stations.....	872 1 5	0 0 0	872 1 5
Turn tables.....	1531 7 8	0 0 0	1531 7 8
Snow ploughs.....	17 1 5	0 0 0	17 1 5
£ 199533 13 1		3871 0 0	203404 13 1
Black, Wood & Co. under their contract.....	162533 6 9	17595 16 3	180129 3 0
Total.....£	362066 19 10	21466 16 3	383533 16 1

INCIDENTAL EXPENDDITURE.

	Paid.	To be paid.	Total.
	£ s. d.	£ s. d.	£ s. d.
Office expenses.....	4034 17 9	354 12 6	4389 10 3
Agency.....	2166 3 8	0 0 0	2166 3 8
Presidents.....	500 0 0		500 0 0
Law expenses.....	703 5 9		703 5 9
Advertising.....	944 16 5	123 19 2	1068 15 7
Insurance.....	409 2 1		409 2 1
Loss on Bills of Exchange	179 11 2		179 11 2
Profit and loss.....	11 3 7		11 3 7
Contingencies.....	2349 2 0	474 11 3	2823 13 3
Interest.....	7354 2 2	2250 0 0	9604 2 2
Interest on instalments...	3131 12 4		3131 12 4
Total.....	£21783 16 11	3203 2 11	24986 19 10

EQUIPMENT.

	Paid.	To be paid.	Total.
	£ s. d.	£ s. d.	£ s. d.
Locomotives	10362 13 0	1000 7 2	11363 0 2
Passenger carriages.....	3720 10 7		3720 10 7
Freight and platform cars.	3197 7 9	2253 4 8	5450 12 5
Total.....	£17280 11 4	3253 11 10	20534 3 2

GENERAL RESULT.

Construction—

Direct Expenditure.....	£383,533 16 1
Incidental Expenditure.....	24,986 19 10
Total.....	408,520 15 11
Equipment.....	20,534 3 2
Total Expenditure to 1st January, 1851...	429,054 19 1

“The amount of materials provided for the work” consists of 4,098 tons of iron rail, 20 tons of iron for bridges, 123 tons of rail chairs, 106 tons of rail spikes, between 60 and 70,000 cross ties for rails, 220,000 feet of timber, 4,800 yards of stones, &c., the value of which is paid and included in the above amounts.

Fourth, The extent of “rolling stock” now on the road is as follows :

- One Engine—“The Longueuil” American, two.
- Two do “Britannia,” “Princess”—Scotch.
- Three do “Morin,” “Montreal,” “Sherbrooke”—American.
- Two first class passenger cars.
- One first and second do.
- One second class do.
- Ten freight cars do.
- Ten platform do.
- Ten earth do.

In Construction.

- Ten platform cars.
- One second class carriage.

Fourth and last instruction. To furnish the information required by this instruction in detail, would involve much time,—in fact it would make it necessary for me to go into a detailed measurement and estimate of the works in the remainder of the line. But although it is impossible for me now so to give it, I conceive I am enabled to give you such information on the state of the road generally, whether as relates to the proportion of work done, compared with what remains to be done, and the amount expended on it contrasted with the amount still to be expended, as will enable you to advise the Executive in the application of the provisions of 29th chap. Vict. 12th to this case.

The following is the estimate I make of the cost of this road, exclusive of equipment. I entertain a strong belief that it is quite sufficient for its proper construction. This estimate is based on the following principle, viz : cost of Section No. 1, is taken to be the amount already paid on it, to which is added the amount to be paid, the amount required for the ballasting and re-laying the rails, and one-fourth of the sum given in the statement of expenditure and under the head of "Incidental Expenditure," the remaining three-fourths being put on the other three sections.

Section 1. Thirty miles in length and in use.

Amount paid	199,533	
“ to be paid on work done.....	3,871	
Ballasting and re-laying	16,529	
The difference between this amount and £18,- 000, being embraced in the preceding item.		
One-fourth of preliminary and Incidental Expenses.....	6,246	
		£226,179

Section 2. 38 miles—12 miles in use.

The rails &c., &c., delivered for the remainder which may be used in July next.		
Thirty-eight miles @ £6550 per.....	248,900	
Add for three way and water stations.....	1,050	
One-fourth of preliminary and incidental ex- penses.....	6,246	
		256,196

Section 3. $27\frac{1}{4}$ miles, rails.

For three miles delivered, and works much ad- vanced. Twenty-seven and a quarter miles @ £6,550 per.....	178,487	
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Add for two main stations and engine house and way station.....	12,350	
Proportion of Incidental Expenses.....	6,246	
		197,083

Section 4. $30\frac{3}{4}$ miles—nothing done.

Thirty and three quarters mile @ £6550 per...	201,412	
Add for one main station and Engine House and three way stations.....	7,050	
One-fourth incidental expenses.....	6,246	
		214,708

General Charges.

Engineering and office expenses.....	10,000	
Contingencies — although in fact these are covered by the mileage say.....	10,000	
		914,166

From the forward state of sections one and two, there can be no doubt as to the sufficiency of the amount set down in the foregoing estimates, for their full completion. Nor have I any doubt of the sum stated for section 3 being also ample. From the details and information afforded me by Mr. Gzowski, I am equally persuaded that the amount for section 4 is sufficient, and that, in short, therefore the sum of £914,166 will cover the cost of constructing the road. The three sections 2, 3 and 4 are under contract, with Black & Co., who are experienced and intelligent contractors, and well capable of judging at what price work can be done for. Prior to entering into contract, they examined the ground closely, and had full access to the Engineer's detailed measurements and estimates, on all of which they based their price. The section No. 4, as then located by Mr. Morton, was, throughout, on the east side of the Coaticook River, from near Lennoxville to the Province line. It crossed the summits of the Country—had very deep cuttings and embankments—some bad curves and grades, some of the latter being as high as fifty-eight feet to the mile. It is now proposed to cross the Coaticook River about seven miles south of Lennoxville, and follow up the valley of that river on the west side to the Province line. The route has been explored and selected by Mr. Gzowski. The summit by it is three hundred and six feet lower than that on the eastern route. It is very direct, and about a mile shorter than the other, the deep cuttings and embankments of which are avoided, and the greatest grade on it will be but forty-five

feet to the mile. These are all great advantages towards the after maintenance of the line, as well as in favour of the contractors, and, together with the draw back which the Company are entitled to keep in hands, amounting to £50,000, ensure, in my judgment, the construction of the road for the sum stated.

Besides the above enumerated very favourable features in favour of the line west of the Coaticook, another most important advantage to be obtained by its adoption would be, that it admits of a direct connection with the "Boston Passumpsic Road." From the point where the west Coaticook line crosses the frontier, to "Clyde Pond," at which the Boston Road would come in, is about fourteen miles. The Boston Road is now completed to St. Johnsbury, which is about thirty-five miles from Clyde Pond. From Clyde Pond to a common point on the Connecticut River (where either the east or west Coaticook route would join) is about sixteen miles. The west Coaticook route would be nine miles longer than the other, but this increased length (independent of thus having the direct junction with Boston) is made up for by the much more favourable country through which it passes. One object aimed at in the foregoing, is to show that all those changes found to be desirable since the contract with Messrs. Black & Co. was entered into, tend directly to lessen the cost of construction.

On the construction therefore of the Quebec Branch, the Montreal and Atlantic Railroad would have two northern terminations; one at Quebec and one at Montreal; and two southern terminations; one at Boston and one at Portland; and that portion of the line from Richmond in Canada to Clyde Pond in Vermont, a length of seventy-two miles, would be a Main Trunk Line between all those places; and of these seventy-two miles, fifty-eight would be in Canada.

By the contract, the contractors were to receive in payment £125,000 of Montreal City bonds—and one-fourth of the amount of their contract in the stock of the Company at par, and further, be paid such amount in stock also, as might be due them on the work until half the amount of it was done and the Provincial guarantee Debentures issued, when such stock then in the hands of the contractors over and above the proportion of one-fourth as stated already, was to be exchanged for an equal amount of the guaranteed Debentures. By this transaction, the spirit of the Act would not have been acted on, as one-half of the full cost of the road would not *bonâ fide* have been paid by the Company prior to their obtaining the guarantee, which under

all circumstances should strictly be enforced. But by a late arrangement this condition, namely, replacing the amount of the surplus payment in stock with guaranteed debentures, is quashed and waived by the contractors, and the guarantee when issued is to be solely disposed of to the completion of the remaining half of the works of the road. As shewn in the estimate, the total cost of constructing the road is set down at £914,166. The whole expenditure on the construction of the road by the Company to the first of January 1851, £408,519. The position therefore of the Company, as to the issuing of the guarantee, is this :

Half the cost of constructing the road is.....	£457,083
Amount expended by the Company to first January....	408,519

Leaving a balance of.....	£48,564
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still to be expended by them, before they would be entitled to the guarantee. But out of this sum they claim credit for £20,534 expended by them on equipment now in use, requiring them, if this view is adopted to expend £28,030 before the guarantee be afforded. At the present rate of expenditure on the works, this amount will be expended in six or eight weeks.

Although not immediately pressing, I consider it may be satisfactory to lay before you an estimate of the cost of the requisite equipment, which will be required on the completion of the road. A large portion of the expenditure, however, will not be called for until after its completion.

Approximate estimate of the cost of equipment

Say twenty-six first class Engines @ £2,500 per.....	£65,000
Say for carriages and cars.....	49,000

£114,000

Deduct value of equipment on hand and paid for by the Company	20,500
Ultimately required.....	£93,500

Of this sum say one-half may be required within eighteen months, and the remainder as the trade may make necessary ; but no guarantee can be called for until the Company can show that they have expended one half, say £46,750 or, if they are given credit in their present negotiations for the expenditure of £20,500, they will have to show an expenditure of £57,000 before they would be entitled to the guarantee on this amount.

In the estimate herein given, I have not embraced the item of interest, as I considered it was more properly the Province of the Finance Department. It may be well that I should refer to the subject generally.

Calculating on an equable rate of progress on the works, and that the Company would be enable to obtain the usual allowance of time in the payment for the iron, &c., the gross amount of guaranteed bonds that may be required prior to the road coming fully into operation would be probably £400,000 and at the following rates and periods.

£100,000	1st. April,	1851
"	1st. July,	"
"	1st. January,	1852
"	1st. April,	"

the interest payable semi-annually.

On this calculation there would be the sum of £24,000 required to meet the interest from the present to the 1st January, 1853, inclusive. Within this same period the Company should receive from the lease of the road executed with Black & Co. the sum of £34,000.

It will be at once perceived from the foregoing that the construction I put on the words in the Act "until one-half of the entire line of road shall have been completed," is (the correctness and sufficiency of the estimate being first ascertained and admitted) that the Company are entitled to the guarantee, so soon as they can show an actual expenditure on the road of one-half the estimated cost of construction. I consider that such is not only the reasonable interpretation of the Act, but that, in the present case, it is infinitely more desirable and for the interest of the road and of the public, that such interpretation should be put on it—rather than (as some might be disposed) to require one-half the actual number of miles to be completed, without any reference to the works of the other half, before the guarantee is granted.

Every practical man, acquainted with such works, knows that their speedy and proper completion may be advanced and ensured more by the heavy portions of the road throughout being carried on simultaneously, than by confining the operations to one-half the road.

The only reason that I can imagine to be advanced in support of the view of having one-half the mileage completed in the first instance is that thereby the local way travel of the road would be obtained. But the reason, however applicable, and probably very judicious in

some cases, is not applicable to this—inasmuch the centre of this road terminates in the centre of an extensive part of marsh lands, and is several miles distant from any road whatever.

Should these my views, however, not be adopted, the next six months must in my opinion be entirely devoted to overcoming two or three minor obstacles near the St. Francis, and the ultimate completion of the road be correspondingly delayed, without the slightest practical benefit.

On my late inspection, I found a large force employed on the forming up to grade several miles of road in consequence of the impression on the minds of the Company that one-half the mileage would be required. The frozen state of the ground and the nature of the material renders this course not only a most wasteful expenditure of their means, but by it also the work will be retarded, the frost kept in the ground and the proper formation of the road seriously interfered with. So strong is this my impression, that I would recommend the Company should at once be required to discontinue this unseasonable work, at the same time authorizing them immediately to commence on the several points along the line generally, where heavy rock or earth work is to be encountered. By adopting this course, a worse than useless expenditure will be put a stop to, and the proper completion and durability of the road accelerated and rendered more certain.

All of which is respectfully submitted, by Sir,

Your very obedient Servant,

(Signed,) HAMILTON H. KILLALY.

To the Honorable Joseph Bourret,
Commissioner of Public Works.

Certified to be a true copy of the original
fyled in this office.

THOMAS A. BEGLY,
Secretary.

Department of Public Works,
Toronto, 23rd January, 1851.

No. 5.

GREAT WESTERN RAILROAD COMPANY.

At a Meeting of the Stockholders of the Company, held in the Court House, on Monday, the 2nd instant, for the purpose of electing Directors for the ensuing year;

E. C. Thomas, Esq., Sheriff, presided; J. T. Gilkison, Esq., acting as Secretary.

The Chairman, having explained the object of the Meeting, called on the Secretary to read the Report of the retiring Directors:

TO THE STOCKHOLDERS OF THE GREAT WESTERN RAILROAD COMPANY.

The Directors avail of your annual meeting to report their proceedings during their year of office; in which they include a review of the present position and prospects of your Company.

At your meeting, 14th October last, held to authorise calls for instalments, your Directors submitted a Report, detailing their proceedings to that date; in which they announced the subscription for stock by the City of Hamilton, and the actual commencement of the work by the contractors. They have now to acquaint you of the additional subscriptions for stock by the County of Oxford and the Towns of London and Galt, each for twenty-five thousand pounds Provincial currency, and of the unanimous passage of a by-law, by the rate-payers of the County of Middlesex, authorising the proper officers of that County to confirm and subscribe for a similar amount, which subscription is expected to be perfected very shortly,—and other Municipalities are willing to take stock if required. ✓

With the foregoing stock taken by Corporations, and the subscriptions of private shareholders, your Board felt justified in gradually extending the works, and there is at the present time a force employed on the line, between this City and Woodstock, equal to three thousand men, besides the necessary Engineers, Agents, &c., &c. The sections between Woodstock and London are staked out, ready for work, and the contractors notified to commence the grading operations. The cuttings on this part of the line, however, are light, and can be made ready for the superstructure in a much shorter period of time than the heavier works on the east side of the Grand River.

Your Board, relying on the Provincial Guarantee, to furnish one-half the cost of the road, have resolved to limit the issue of shares to forty thousand: ten thousand of which they have placed at the disposal of Mr. Buchanan and Mr. Atcheson, the agents for the Company in

Great Britain; and other ten thousand shares they have, by agreement, reserved for subscriptions by Railroad Corporations and Capitalists, interested in your road, belonging to the neighbouring States; and with the view of this latter subscription being carried into effect at an early day, three gentlemen of the highest respectability, having very great experience in railway matters, and being connected with and possessing the confidence of corporations and individuals from whom the largest subscriptions are to be got: viz., Erastus Corning, of Albany, John M. Forbes, of Boston, and J. W. Brooks, of Detroit, Esquires, have become, by the purchase of stock, qualified to be Directors of your Company, and the retiring Directors beg to recommend the election of the said Gentlemen by the stockholders present, as part of the Board for the coming year.

Until the subscriptions for stock sent to Great Britain, or for the United States, are perfected, and the necessary instalments paid thereon, your Board have confined, and are restricting the outlay of money to the parts of the road which can be finished with the present available resources of the Company, that is to say, the division between this City and London, and the line to Galt; and so soon as the subscriptions referred to are received, (and no doubt is entertained of their being perfected during the present month,) the retiring Directors recommend their successors to force the completion of the whole line without delay.

The receipts of the Company to the present time amount to eighty-one thousand five hundred and seventy-nine pounds, two shillings and five-pence, currency, and the disbursements to fifty-eight thousand eight hundred and seventy-one pounds, twelve shillings, and nine-pence, leaving on hand (the balance) twenty-two thousand seven hundred and seven pounds, nine shillings and eight-pence. The Directors have further to state, that an arrangement has been concluded with your Bankers, by which a current credit to the extent of fifty thousand pounds Provincial currency has been established, on terms considered favourable to the Company.

All which is respectfully submitted.

(Signed,)

ROBERT W. HARRIS,
President.

RAILWAY OFFICE, HAMILTON,
2nd June, 1851.

Moved by W. L. Distin, Esq., seconded by Mr. R. Bull,

Resolved,—That the Report just read and submitted to this Meeting be adopted, and the same be published.

Moved by Dr. Hamilton, seconded by W. L. Distin, Esq.,

Resolved,—That the thanks of the Shareholders are especially due to the President, Robert W. Harris, Esq., for the time and attention he has devoted to the affairs of the Company during the past year, and that the sum of two hundred and fifty pounds be presented to him, not as an adequate remuneration, but as an acknowledgment of the valuable services he has rendered the Company at a period of so much importance to their interests.

(In acknowledging which, the President respectfully declined accepting the £250.)

Moved by Miles O'Reilly, Esq., seconded by Edward Jackson, Esq.,

Resolved,—That the thanks of this Meeting are due, and that they are hereby tendered, to the Directors for the past year.

Moved by John Whyte, Esq., seconded by Jas. B. Ewart, Esq.,

Resolved,—That the special thanks of this Company are due, and are hereby tendered, to Sir Allan N. MacNab, the representative of this City, for the services which he has rendered to the Company in his place in Parliament.

Moved by Sir Allan N. MacNab, seconded by Geo. S. Tiffany, Esq.,

Resolved,—That Alex. Campbell, and W. L. Distin, Esqrs., be requested to act as scrutineers.

The election of Directors was then proceeded with, and the following gentlemen declared duly elected:—

Robert W. Harris, Esq., Hamilton; Sir Allan N. MacNab, Dundurn; Henry McKinstry, Esq., Richard Juson, Esq., Jno. Young, Esq., George S. Tiffany, Esq., Hamilton; W. H. Dickson, Esq., M. P. P., Niagara; W. P. McLaren, Esq., Hamilton; Erastus Corning, Esq., Albany; John M. Forbes, Esq., Boston; J. W. Brooks, Esq., Detroit.

On motion of Walter H. Dickson, Esq., the Sheriff left the Chair, and the same being taken by Sir Allan N. MacNab, the thanks of the meeting were then given to the Sheriff for his conduct in the Chair.

(Signed,)

J. T. GILKISON,

Secretary.

COURT HOUSE,

Hamilton, June 3, 1851.

At a meeting of the Directors, subsequent to the above, Robert W. Harris, and W. P. McLaren, Esqrs., were respectively elected President and Chairman of the Company.

(Signed,)

J. T. GILKISON,

Secretary.

OFFICE OF THE GREAT WESTERN RAILROAD Co.,

Hamilton, June 3, 1851.

BILL.

An Act for consolidating in one Act certain provisions usually inserted in Acts authorizing the making of Railways.

WHEREAS it is expedient to comprise in one general Act sundry provisions usually introduced into Acts of the Provincial Parliament, authorising the construction of Railways in this Province, as well for the purpose of avoiding the necessity of repeating such provisions in each of the several Acts relating to such undertakings, as for insuring greater uniformity in the provisions themselves : Be it therefore enacted, &c.,

I. That this Act shall apply to every Railway which shall, by any Act which shall hereafter be passed be authorised to be constructed, and this Act shall be incorporated with such Act; and all the clauses and provisions of this Act, save so far as they shall be expressly varied or excepted by any such Act, shall apply to the undertaking authorised thereby, so far as the same shall be applicable to such undertaking, and shall, as well as the clauses and provisions of every other Act which shall be incorporated with such Act, form part of such Act, and be construed together therewith as forming one Act.

II. That in citing this Act, in any special Railway Act and in other Acts of Parliament, and in legal instruments, it shall be sufficient to use the expression, "*The Railway Clauses Consolidation Act.*"

III. That for the purpose of making any incorporation of this Act with special Acts hereafter to be passed, it shall be sufficient in any such Acts to enact that the clauses of this Act, with respect to the matter so pro-

posed to be incorporated, describing such matter as it is described in this Act, in the words introductory to the enactment with respect to such matter, shall be incorporated with such Acts, and thereupon all the clauses and provisions of this Act, with respect to the matter so incorporated shall, save so far as they shall be expressly varied or excepted by such Acts, form part thereof, and such Acts shall be construed as if the substance of such clauses and provisions were set forth therein with reference to the matter to which such Acts shall relate.

IV. The power given by the special Act to construct the Railway, and to take lands for that purpose, shall be exercised subject to the provisions and restrictions contained in this Act, and compensation shall be made to the owners and occupiers of and all other parties interested in any such lands so taken or injuriously affected by the construction of the Railway, for the value and for all damages sustained by reason of such exercise, as regards such lands, of the powers by this or the special Act, or any Act incorporated therewith, vested in the Company; and, except where otherwise provided by this Act or the special Act, the amount of such compensation shall be ascertained and determined in the manner provided by this Act.

V. Any Company desirous to obtain a Special Act for the construction of a Railway, shall be held to deposit with the Secretary of the Province, previous to the application to the Legislature, a copy of their Stock-Book, showing the number of their subscribers, and the actual *bonâ fide* amount of the subscriptions, and that at least one quarter of the intended capital has been actually subscribed, the truth whereof shall be supported by the affidavit or solemn affirmation, as the case may be, of two of the Directors or Shareholders of the Company, and the Company shall also at the same time deposit with the said Secretary a certificate of the Cashier of any chartered Bank in this Province of the deposit therein of a sum

equal to ten per cent. upon the amount of subscriptions, with authority to the Secretary to control the withdrawal of the said deposit for such time as the Secretary may think proper, not longer than six months after the Railway shall have been actually commenced and proceeded with.

VI. No Bill for a Special Act for the allowance or establishment of a Railway shall be received by the Legislature unless and until there shall be deposited with the Clerks of both branches, a certificate from the Secretary of the Province, that the Company applying has complied in all respects with the requirements of the next preceding clause.

INTERPRETATION.

VII. And with respect to the construction of this Act, and of any Special Act, and of other Acts to be incorporated therewith, be it enacted as follows :

1. The expression "the special Act," used in this Act shall be construed to mean any Act which shall be hereafter passed, authorising the construction of a Railway, and with which this Act shall be so incorporated as aforesaid ; and the word "prescribed," used in this Act in reference to any matter herein stated, shall be construed to refer to such matter as the same shall be prescribed or provided for in the special Act ; and the sentence in which such word shall occur shall be construed as if, instead of the word "prescribed," the expression "prescribed for that purpose in the special Act" had been used ; and the expression "the lands," shall mean the lands which shall, by the special Act, be authorised to be taken or used for the purpose thereof ; and the expression "the undertaking," shall mean the Railway and works, of whatever description, by the special Act authorised to be executed.

2. The following words and expressions, both in this and the special Act, shall have the meanings hereby

assigned to them, unless there be something in the subject or context repugnant to such construction; (that is to say,)

The word "Lands" shall include all real estate, messuages, lands, tenements and hereditaments of any tenure:

The word "Lease" shall include any agreement for a lease:

The word "Toll" shall include any rate or charge or other payment payable under this Act or the special Act for any passenger, animal, carriage, goods, merchandize, articles, matters or things conveyed on the Railway:

The word "Goods" shall include things of every kind conveyed upon the Railway:

The expression "Superior Courts" shall mean the Courts of Chancery, Queen's Bench and Common Pleas in Upper Canada, and the Superior Court in Lower Canada, as the case may be:

The word "County" shall include any Riding or like division of a County, or any division thereof into separate Municipalities:

The word "Highways" shall mean all public roads, streets, lanes, and other public ways and communications:

The word "Sheriff" shall include Under Sheriff or other legal competent Deputy; and where any matter in relation to any lands is required to be done by any Sheriff or Clerk of the Peace, the expression "the Sheriff," or the expression "Clerk of the Peace," shall in such case be construed to mean the Sheriff or Clerk of the Peace of the District, County, Riding, Division, or place where such lands shall be situate; and if the lands in question, being the property of one and the same party, be situate not wholly in one District, County Riding, Division, or place, the same expression shall be construed to mean the Sheriff or Clerk of the Peace of

any such District, County, Riding, Division, or place where any part of such lands shall be situate:

The word "Justice" shall mean Justice of the Peace acting for the District, County, Riding, Division, City or place where the matter requiring the cognizance of any such Justice shall arise, and who shall not be interested in the matter; and where such matter shall arise in respect of lands being the property of one and the same party, situate not wholly in any one District, County, Riding Division, City or place, shall mean a Justice acting for the District, County, Riding, Division City, or place where any part of such lands shall be situate, and who shall not be interested in such matter; and where any matter shall be authorised or required to be done by two Justices, the expression "two Justices" shall be understood to mean two Justices assembled and acting together:

Where under the provisions of this Act or the Special Act any notice shall be required to be given to the owner of any lands, or where any act shall be authorised or required to be done with the consent of any such owner, the word "owner" shall be understood to mean any Corporation or person who under the provisions of this Act, or the Special Act, or any Act incorporated therewith, would be enabled to sell and convey lands to the Company.

The expression "the Company" shall mean the company or party which shall be authorised by the Special Act to construct the Railway.

The expression "the Railway" shall mean the Railway and works by the Special Act authorised to be constructed.

The word "clause" shall mean any separate section of this Act, or any other Act therein referred to, distinguished by a separate number.

The word, "shareholder" shall mean every subscriber to or holder of stock in the undertaking, and shall extend to and include the personal representatives of the shareholder.

3. The Interpretation Act of this Province shall, in so far as the provisions thereof shall apply hereto, be deemed to form part hereof in the particulars not provided herein

INCORPORATION.

VIII. Every Company established under any Special Act shall be and is hereby declared to be, a body corporate under such name as shall be declared in the Special Act, and shall be and is hereby invested with all the powers, privileges and immunities which are or may be necessary to carry into effect the intentions and objects of this Act and of the Special Act therefor, and which are incident to such Corporation as are expressed or included in the Interpretation Act of this Province.

POWERS.

IX. The Company shall have power and authority ;

1. To receive, hold, and take all voluntary grants and donations of land or other property which shall be made to it, to aid in the construction, maintenance and accommodation of the Railway, but which shall be held and used for the purpose of such grants or donations only.

2. To purchase, hold and take of any corporation or person any land or other property necessary for the construction, maintenance, accommodation and use of the Railway, and also to alienate, sell or dispose of the same.

3. To take, use, occupy and hold, but not to alienate except by way of lease, so much of the public beach or of the land covered with the waters of any river or lake in this Province as may be required for the Railway, doing

no damage to, nor causing any obstruction in the navigation of the said rivers or lakes: provided that the lease shall be conditioned not to extend beyond the time during which such beach or land is required for the Railway.

4. To make, carry or place the Railway across or upon the lands of any Corporation or person whomsoever on the line of the Railway, or within the distance from such line as may be stated in the Special Act, although the name of such party be not entered in the book of reference hereinafter mentioned, through error or any other cause, or although some other party be erroneously mentioned as the owner of or entitled to convey, or be interested in such lands.

5. To construct, maintain and work the Railway across, along, or upon any stream of water, water course, canal, highway or railway which it shall intersect or touch; but the stream, water course or canal so intersected or touched, shall be restored by the Company to its former state, or to such state as not unnecessarily to have impaired its usefulness.

6. To make, complete, alter and keep in repair the Railway with one or more sets of rails or tracks to be worked by the force and power of steam, or of the atmosphere, or of animals, or by mechanical power, or by any combination of them.

7. To erect and maintain all necessary and convenient buildings, stations, depots, wharves and fixtures, from time to time to alter, repair or enlarge the same, and to purchase and acquire stationary or locomotive engines and carriages, waggons, floats and other machinery and contrivances necessary for the accommodation and use of the passengers, freights and business of the Railway.

8. To make branch Railways, if required and provided by the Special Act, and to manage the same, and for

that purpose to exercise and possess all the powers, privileges and authorities necessary therefor, in as full and ample a manner as for the Railway.

9. To turn and change the course of any river not being a navigable river, or of any brook, stream or water course requisite or convenient for the Railway.

10. To erect a bridge across any navigable river or stream, or any tide water, for the sole and exclusive travel on the Railway, provided such bridge shall be so constructed as not unnecessarily to obstruct or impede the navigation of such river, stream or water.

11. To construct, erect and make all other matters and things which shall be necessary and convenient for the making, extending and using of the Railway, in pursuance of and according to the meaning and intent of this Act, and of the Special Act.

12. To take, transport, carry and convey persons and goods on the Railway, to regulate the time and manner in which the same shall be transported, and the tolls and compensation to be paid therefor, and to receive such tolls and compensation.

13. To borrow from time to time, either in this Province or elsewhere, such sums of money as may be expedient for completing, maintaining and working the Railway, and at a rate of interest not exceeding eight per cent. per annum, and to make the bonds, debentures or other securities granted for the sums so borrowed, payable either in currency or in sterling, and at such place or places within this Province or without as may be deemed advisable, and to sell the same at such prices or discount as may be deemed expedient, or as shall be necessary, and to hypothecate, mortgage or pledge the lands, tolls, revenues and other property of the Company for the due payment of the said sums and the interest thereon,

but no such debenture shall be for a less sum than twenty-five pounds.

11. To enter into and upon any lands of Her Majesty without previous license therefor, or of any Corporation or person whatsoever lying in the intended route or line of the Railway.

15. To make surveys, examinations, or other necessary arrangement on such lands necessary for fixing the site of the Railway, and to set out and ascertain such parts of the lands as shall be necessary and proper for the Railway.

16. To take, remove and use for the necessary construction, maintenance and repair of the Railway, any earth, gravel, stone, sand, timber or other materials necessary therefor, on or upon the lands taken, or upon or out of the lands of any person adjoining or lying convenient to the line of the Railway.

17. To fell or remove any trees standing in any woods, lands or forests, where the Railway shall pass, to the distance of six rods from either side thereof.

18. To cross, intersect, join and unite the Railway with any other Railway at any point on its route, and upon the lands of such other Railway, with the necessary conveniences for the purposes of such connection; and the owners of both Railways may unite in forming such intersection, and grant the facilities therefor; and in case of disagreement upon the amount of compensation to be made therefor, or upon the point or manner of such crossing and connection, the same shall be determined by arbitrators to be appointed by a Judge of the Superior Courts in Lower Canada or Upper Canada as the case may be.

PLANS AND SURVEYS.

X. Plans and surveys shall be made and corrected as follows :

1. Surveys and levels shall be taken and made of the lands through which the Railway is to pass, together with a map or plan thereof, and of its course and direction, and of the lands intended to be passed over and taken therefor, so far as then ascertained, and also a book of reference for the Railway, in which shall be set forth a general description of the said lands, the names of the owners and occupiers thereof, so far as they can be ascertained, and every thing necessary for the right understanding of such map or plan; and the map or plan and book of reference shall be examined and certified by the person performing the duties formerly assigned to the Surveyor General or his deputies, who shall deposit copies thereof in the office of the Clerks of the Peace in the Districts or Counties through which the Railway shall pass, and also in the Office of the Secretary of the Province, and shall also deliver one copy thereof to the said Company; and all persons shall have liberty to resort to such copies, and to make extracts or copies thereof, as occasion shall require, paying to the said Secretary of the Province, or to the said Clerks of the Peace, at the rate of *six pence* for every hundred words; and the said triplicates of the said map or plan and book of reference so certified, or a true copy thereof certified by the Secretary of the Province or by the Clerks of the Peace, shall be, and is and are hereby declared to be, good evidence in any Court of Law and elsewhere.

2. Any omission, misstatement or erroneous description of such lands, or of such owners or occupiers thereof, in any map or plan or book of reference, may be corrected by two Justices on application made to them, after giving ten days' notice to the owners of such lands, for the correction thereof, and the parties shall certify the same

accordingly if it shall appear to them that such omission, misstatement or erroneous description arose from mistake; and the certificate shall state the particulars of any such omission, and the manner thereof, and shall be deposited with the said Clerks of the Peace of the Districts or Counties, respectively, in which such lands shall be situate, and be kept by them respectively along with the other documents to which they relate; and thereupon such map or plan, or book of reference shall be deemed to be corrected according to such certificate; and it shall be lawful for the Company to make the Railway in accordance with such certificate.

3. If any alterations from the original plan or survey be intended to be made in the line or course of the Railway, a plan and section in triplicate of such alterations as shall have been approved of by Parliament, on the same scale and containing the same particulars as the original plan and survey shall be deposited in the same manner as the original plan, and copies or extracts of such plan and section as shall relate to the several Districts or Counties in or through which such alterations shall have been authorised to be made, shall be deposited with the Clerks of such several Districts and Counties.

4. Until such original map or plan and book of reference, or the plans and sections of the alterations, shall have been deposited as aforesaid, the execution of the Railway or of the part thereof affected by the alterations, as the case may be, shall not be proceeded with.

5. The Clerks of the Peace shall receive and retain the copies of the original plans and surveys, and copies of the plans and sections of alterations, and copies and extracts thereof respectively, and shall permit all persons interested to inspect any of the documents aforesaid, and to make copies and extracts of and from the same, under a penalty for default of currency.

6. The copies of the maps, plans and books of reference, or of any alteration or correction thereof, or extracts therefrom, certified by any such Clerk of the Peace, which certificate such Clerk of the Peace shall give to all parties interested when required, shall be received in all Courts of Justice or elsewhere as good evidence of the contents thereof.

7. No deviation of more than one mile from the line of the Railway or from the places assigned thereto, in the said map or plan and book of reference or plans or sections shall be made, nor into, through, across, under or over any part of the lands shewn in such map or plan and book of reference, or plans or sections, or within one mile of the said line and places, save in such instances as are provided for in the Special Act.

8. Provided that the Railway may be carried across or upon the lands of any person on the line, or within the distance from such line as aforesaid, although the name of such person be not entered in the book of reference, through error or any other cause, or although some other person be erroneously mentioned as the owner of or entitled to convey, or be interested in such lands.

9. The lands which may be taken without the consent of the proprietor thereof, shall not exceed thirty yards in breadth, except in such places where the Railway shall be raised more than five feet higher, or cut more than five feet deeper than the surface of the line, or where offsets shall be established, or where stations, depots or fixtures are intended to be erected, or goods be delivered, and then not more than two hundred yards in length by one hundred and fifty yards in breadth, without the consent of the person authorised to convey such lands; and the places at which such extra breadth is to be taken, shall be shewn on the map or plan, or plans or sections, so far as the same may be then ascertained, but their not being so shewn shall not prevent such extra breadth from being

taken, provided it be taken upon the line shewn or within the distance aforesaid from such line.

10. The extent of the public beach or of the land covered with the waters of any river or lake in this Province, taken for the Railway, shall not exceed the quantity limited in the next preceding clause.

LANDS, AND THEIR VALUATION.

XI. The conveyance of lands, their valuation and the compensation therefor, shall be made in manner following:

1. All corporations and persons whatever, tenants in tail or for life, *grèves de substitution*, guardians, curators, executors, administrators, and all other trustees whatsoever, not only for and on behalf of themselves, their heirs and successors, but also for and on behalf of those whom they represent, whether infants, issue unborn, lunatics, idiots, *femes couvertes*, or other persons, who are or shall be seised, possessed of or interested in any lands, may contract for, sell and convey unto the Company all or any part thereof; and any contract, agreement, sale, conveyance and assurance so to be made, shall be valid and effectual in law to all intents and purposes whatsoever, any law, statute, usage or custom to the contrary thereof in anywise notwithstanding, and such corporation or person, so conveying as aforesaid, is hereby indemnified for what he shall respectively do by virtue of or in pursuance of this Act.

2. Provided, that any contract or agreement made by any party authorised by this Act to convey lands, and made before the deposit of the map or plan and book of reference, and before the setting out and ascertaining of the lands required for the Railway, shall be binding at the price agreed upon for the same lands, if they shall be after-

wards so set out and ascertained within one year from the date of the contract or agreement, and although such land may, in the mean time, have become the property of a third party; and possession of the land may be taken and the agreement and price may be dealt with, as if such price had been fixed by an award of arbitrators as hereinafter provided, and the agreement shall be in the place of an award.

3. All corporations or persons who cannot in common course of law sell or alienate any lands so set out and ascertained, shall agree upon a fixed annual rent as an equivalent, and not upon a principal sum, to be paid for the lands; and if the amount of the rent shall not be fixed by voluntary agreement or compromise, it shall be fixed in the manner herein prescribed, and all proceedings shall in that case be regulated as herein prescribed; and for the payment of the said annual rent, and every other annual rent agreed upon or ascertained, and to be paid for the purchase of any lands, or for any part of the purchase money of any lands, which the vendor shall agree to leave unpaid, the Railway and the tolls thereon shall be, and are hereby made liable and chargeable, in preference to all other claims and demands thereon whatsoever, the deed creating such charge and liability being duly registered in the Registry Office of the proper County.

4. Whenever there shall be more than one party proprietor of any land as joint tenants or tenants in common, or *par indivis*, any contract or agreement made in good faith with any party or parties proprietor or being together proprietors of one-third or more of such land, as to the amount of compensation for the same or for any damages thereto, shall be binding as between the remaining proprietor or proprietors as joint tenants or tenants in common and *par indivis*; and the proprietor or proprietors who have so agreed, may deliver possession of such land, or empower the entry upon the same, as the case may be.

5. After one month from the deposit of the map or plan and book of reference as aforesaid, and from notice thereof in at least one newspaper published in each of the Districts and Counties through which the Railway is intended to pass, application may be made to the owners of lands or to parties empowered to convey lands, or interested in lands which may suffer damage from the taking of materials or the exercise of any of the powers granted for the Railway, and thereupon agreements and contracts may be made with the said parties touching the said lands or the compensation to be paid for the same, or for the damages, or as to the mode in which the said compensation shall be ascertained, as shall seem expedient to both parties, and in case of disagreement between them, or any of them, then all questions which shall arise between them, shall be settled as follows, that is to say :

6. The deposit of a map or plan and book of reference, and the notice of such deposit, given as aforesaid, shall be deemed a general notice to all such parties as aforesaid of the lands which will be required for the said Railway and works.

7. A notice served upon the party, containing a description of the lands to be taken, or of the powers intended to be exercised with regard to any lands, describing them ; a declaration of readiness to pay some certain sum, or rent as the case may be, as compensation for such lands or for such damages, and the name of a person to be appointed as the Arbitrator of the Company, if their offer be not accepted ; and such notice shall be accompanied by the certificate of a sworn Surveyor for either Province, as the case may be, disinterested in the matter and not being the Arbitrator named in the notice. that the land, if the notice relate to the taking of land, is shewn on the said map or plan and is required for the Railway, or is within the limits of deviation hereby allowed ; that he knows the land, or the amount of damage likely to

arise from the exercise of the powers; and that the sum so offered, is in his opinion, a fair compensation for the land, and for the damages as aforesaid.

8. If the opposite party be absent from the District or County in which the lands lie, or be unknown, then upon application to a Judge of the District or Circuit Court, as the case may be, accompanied by such certificate as aforesaid, and by an affidavit of some officer of the Company that the opposite party is so absent, or that after diligent enquiry the party on whom the notice ought to be served cannot be ascertained, the Judge shall order a notice as aforesaid, but without the certificate, to be inserted three times in the course of one calendar month in some newspaper published in the said District or County.

9. If within ten days after the service of such notice, or within one month after the first publication thereof as aforesaid, the opposite party shall not notify to the Company his acceptance of the sum offered by them, or notify to them the name of a person whom he appoints as Arbitrator, then the Judge shall, on the application of the Company, appoint a sworn Surveyor for Upper or Lower Canada, as the case may be, to be sole Arbitrator for determining the compensation to be paid as aforesaid.

10. If the opposite party shall, within the time aforesaid, notify to the Company the name of his Arbitrator, then the two Arbitrators shall jointly appoint a third, or if they cannot agree upon a third, then the Judge shall, on the application of the party or of the Company, (previous notice of at least one clear day having been given to the other party,) appoint a third Arbitrator.

11. The Arbitrators, or any two of them, or the sole Arbitrator, being sworn, before some Justice of the Peace for the County in which the lands lie as aforesaid, faithfully and impartially to perform the duties of their office shall proceed to ascertain the said compensation in such

way as they or he, or a majority of them, shall deem best, and the award of such Arbitrators, or any two of them, or of the sole Arbitrator, shall be final and conclusive: Provided, that no such award shall be made or any official act be done by such majority, except at a meeting held at a time and place of which the other Arbitrator shall have at least one clear day's notice, or to which some meeting at which the third Arbitrator was present, shall have been adjourned; and no notice to either of the parties shall be necessary, but they shall be held sufficiently notified through the Arbitrator they shall have appointed, or whose appointment they shall have required.

12. Provided, that if in any case where three Arbitrators shall have been appointed, the sum awarded be not greater than that offered, the costs of the Arbitration shall be borne by the opposite party, and deducted from the compensation, but if otherwise, they shall be borne by the Company, and in either case they may, if not agreed upon, be taxed by the Judge aforesaid.

13. The Arbitrators, or a majority of them, or the sole Arbitrator, may examine on oath or solemn affirmation the parties, or such witnesses as shall voluntarily appear before him or them, and may administer such oath or affirmation; and any wilfully false statement made by any witness, under such oath or affirmation, shall be deemed wilful and corrupt perjury, and punishable accordingly.

14. The Judge by whom any third Arbitrator or sole Arbitrator shall be appointed, shall, at the same time, fix a day on or before which the award shall be made, and if the same be not made on or before such day, or some other day to which the time for making it shall have been prolonged, either by the consent of the parties or by the order of the Judge, as it may be for reasonable cause shewn, on the application of such sole Arbitrator or of one of the Arbitrators after one clear day's notice to the others, then the sum offered by the Company as aforesaid shall be the compensation to be paid by them.

15. If the Arbitrator appointed by such Judge, or if any Arbitrator appointed by the parties, shall die before the award be made, or be disqualified, or refuse or fail to act within a reasonable time, then, upon the application of either party, such Judge being satisfied by affidavit or otherwise of such disqualification, refusal or failure, may, in his discretion, appoint another Arbitrator in the place of him by the Judge previously appointed, and the Company and party may each appoint an Arbitrator in the place of their Arbitrator deceased or otherwise not acting as aforesaid, but no recommencement or repetition of prior proceedings shall be required in any case.

16. Any such notice for lands, as aforesaid, may be desisted from, and new notice given with regard to the same or other lands, to the same or any other party, but in any such case the liability to the party first notified for all damages or costs by him incurred in consequence of such first notice and desistment shall subsist.

17. The Surveyor or other person offered or appointed as Valuator, or as Arbitrator, shall not be disqualified by reason that he is professionally employed by either party, or that he has previously expressed an opinion as to the amount of compensation, or that he is related or of kin to any member of the Company, provided he is not himself personally interested in the amount of the compensation; and no cause of disqualification shall be urged against any Arbitrator appointed by the Judge after his appointment, but shall be made before the same, and its validity or invalidity shall be summarily determined by the Judge; and no cause of disqualification shall be urged against any Arbitrator appointed by the Company or by the opposite party, after the appointment of a third Arbitrator; and the validity or invalidity of any cause of disqualification urged against any such Arbitrator, before the appointment of a third Arbitrator, shall be summarily determined by any such Judge, on the application of either party, after one clear day's notice to the other, and

if such cause be determined to be valid, the appointment shall be null, and the party offering the person so adjudged to be disqualified, shall be held to have appointed no Arbitrator.

18. No award made as aforesaid shall be invalidated from any want of form or other technical objection, if the requirements of this Act shall have been complied with, and if the award shall state clearly the sum awarded, and the lands or other property, right or thing for which such sum is to be the compensation; nor shall it be necessary that the party or parties to whom the sum is to be paid be named in the award. .

19. Upon payment or legal tender of the compensation or annual rent so awarded or agreed upon as aforesaid to the party entitled to receive the same, or upon the deposit of the amount of such compensation in the manner hereinafter mentioned, the award or agreement shall vest in the said Company the power forthwith to take possession of the lands, or to exercise the right, or to do the thing for which such compensation or annual rent shall have been awarded or agreed upon; and if any resistance or forcible opposition shall be made by any person to their so doing, the Judge may, on proof to his satisfaction of such award or agreement, issue his warrant to the Sheriff of the District or County, or to a Bailiff, as he may deem most suitable, to put the said Company in possession, and to put down such resistance or opposition, which the Sheriff or Bailiff, taking with him sufficient assistance, shall accordingly do: Provided that such warrant may also be granted by any such Judge, without such award or agreement, on affidavit to his satisfaction that the immediate possession of the lands or of the power to do the thing mentioned in the notice, is necessary to carry on some part of the said Railway with which the said Company are ready forthwith to proceed; and upon the said Company giving security to his satisfaction, and in a sum which shall not be less

than double the amount mentioned in the notice, to pay or deposit the compensation to be awarded within one month after the making of the award, with interest from the time at which possession shall be given, and with such costs as may be lawfully payable by the Company.

20. The compensation for any lands which might be taken without the consent of the proprietor, shall stand in the stead of such lands; and any claim to or incumbrance upon the said lands, or any portion thereof, shall, as against the Company, be converted into a claim to the compensation, or to a like proportion thereof, and they shall be responsible accordingly whenever they shall have paid such compensation, or any part thereof, to a party not entitled to receive the same, saving always their recourse against such party: Provided that if the Company shall have reason to fear any claims or incumbrances, or if any party to whom the compensation or annual rent, or any part thereof shall be payable shall refuse to execute the proper conveyance and guarantee, or if the party entitled to claim the same cannot be found, or be unknown to the Company, or if for any other reason the Company shall deem it advisable, it shall be lawful, if the lands be situated in Upper Canada, for them to pay such compensation into the office of either of the Superior Courts for Upper Canada, with the interest thereon for six months and to deliver to the Clerk of the Court an authentic copy of the conveyance, or of the award or agreement if if there be no conveyance, and such award or agreement shall thereafter be deemed to be the title of the Company to the land therein mentioned; and a notice, in such form and for such time as the said Court shall appoint, shall be inserted in some newspaper published in the District or County in which the lands are situated, and in the City of Toronto, which shall state that the title of the Company, that is, the conveyance, agreement or award, is under this Act, and shall call upon all persons entitled to the land, or to any part thereof or repre-

senting or being the husbands of any parties so entitled, to file their claims to the compensation or any part thereof, and all such claims shall be received and adjudged upon by the Court, and the said proceedings shall for ever bar all claims to the lands, or any part thereof, including dower, as well as all mortgages or incumbrances upon the same; and the Court shall make such order for the distribution, payment or investment of the compensation, and for the securing of the rights of all parties interested as to the right and justice, and according to the provisions of this Act, and the special Act and to law, shall appertain; and the costs of the proceedings, or any thereof, part shall be paid by the Company, or by any other party as the Court shall deem it equitable to order; and if such order of distribution as aforesaid be obtained in less than six months from the payment of the compensation into Court, the Court shall direct a proportionate part of the interest to be returned to the Company, and if from any error, fault or neglect of the Company, it shall not be obtained until after the six months are expired, the Court shall order the Company to pay to the proper claimants the interest for such further period as may be right.

21. That if the lands so taken be situate in Lower Canada, and if the said Company shall have reason to fear any such claim, mortgage, hypothec, or incumbrance, or if any party to whom the compensation or annual rent, or any part thereof, shall be payable, shall refuse to execute the proper conveyance and guarantee, or if the party entitled to claim the compensation or rent cannot be found, or be unknown to the Company, or if for any other reason the Company shall deem it advisable, it shall be lawful for them to pay such compensation into the hands of the Prothonotary of the Superior Court for the District in which such land is situate, with the interest thereon for six months, and to deliver to the said Prothonotary an authentic copy of the conveyance, or of the award, if there be no conveyance, and such award shall thereafter be deemed to be the title of the said Company

to the land therein mentioned, and proceedings shall thereupon be had for the confirmation of the title of the said Company, in like manner as in other cases of confirmation of title, except that, in addition to the usual contents of the notice, the Prothonotary shall state that the title of the Company (that is, the conveyance or award,) is under this Act, and shall call upon all persons entitled to the lands, or any part thereof, or representing or being the husband of any party so entitled, to file their oppositions for their claims to the compensation, or any part thereof, and all such oppositions shall be received and adjudged upon by the Court; and the judgment of confirmation shall for ever bar all claims to the land or any part thereof, (including dower not yet open,) as well as any mortgage, hypothec or incumbrance upon the same; and the Court shall make such order for the distribution, payment or investment of the compensation, and for the security of the rights of all parties interested, as to right and justice, and the special Act, and according to the provisions of this Act and to law, shall appertain; and the costs of the said proceedings, or any part thereof, shall be paid by the Company, or by any other party, as the Court shall deem it equitable to order; and if judgment of confirmation be obtained in less than six months from the payment of the compensation to the Prothonotary, the Court shall direct a proportionate part of the interest to be returned to the Company, and if from any error, fault or neglect of the Company, it shall not be obtained until after the six months are expired, the Court shall order the Company to pay the Prothonotary the interest for such further period as may be right.

22. If the said Railway shall pass through any land belonging to or in possession of any tribe of Indians in this Province, or if any act occasioning damage to their lands shall be done under the authority of this Act or the special Act, compensation shall be made to them therefor, in the same manner as is provided with respect to the lands or rights of other individuals; and whenever

it shall be necessary that Arbitrators shall be chosen by the parties, the chief officer of the Indian Department within this Province, is hereby authorized and required to name an Arbitrator on behalf of the Indians, and the amount which shall be awarded in any case, shall be paid, where the lands belong to the Indians, to the said chief officer, for the use of such tribe or body.

23. Whenever it shall be necessary for the Company to occupy any part of the lands belonging to the Queen's Majesty, or which may at any time heretofore have been especially set apart and reserved, or which are designated or commonly known as Crown, Clergy or School Lands, or lands reserved for Military purposes, they shall first apply for and obtain the license or consent of her said Majesty, under the hand and seal of the Governor for the time being, and having obtained such license and consent, they may at any time or times enter into or upon, have, hold, use, occupy and enjoy any of the said lands for the purposes of the Railway.

XII. HIGHWAYS AND BRIDGES.

SHALL BE REGULATED AS FOLLOWS:

1. The Railway shall not be carried along any existing highway but merely cross the same in the line of the Railway, unless leave be obtained from the proper Municipal authority therefor; and no obstruction of such highway with the works shall be made without turning the highway so as to leave an open and good passage for carriages, and, on completion of the works, replacing the highway, under a penalty of
for any contravention; but, in either case, the rail itself, provided it does not rise above or sink below the surface of the road more than one inch, shall not be deemed an obstruction.

2. No part of the Railway which shall cross any highway, without being carried over by a bridge, or under by a tunnel, shall rise above or sink below the level of the highway more than one inch; and the Railway may be carried across or above any highway within the limits aforesaid.

3. The space of the arch of any bridge erected for carrying the Railway over or across any highway shall at all times be, and be continued of the open and clear breadth and space, under such arch, of not less than twenty feet, and of a height from the surface of such highway to the centre of such arch of not less than twelve feet; and the descent under any such bridge shall not exceed one foot in twenty feet.

4. The ascent of all bridges erected to carry any highway over any Railway shall not be more than one foot in twenty feet increase over the natural ascent of the highway; and a good and sufficient fence shall be made on each side of every bridge, which fence shall not be less than four feet above the surface of the bridge.

5. Signboards stretching across the highway crossed at a level by any Railway, shall be erected and kept up at each crossing at such height as to leave sixteen feet from the highway to the lower edge of the signboard, and having the words "Railway Crossing" painted on each side of signboard, and in letters not less than six inches in length; and for every neglect to comply with the requirements of this section, a penalty not exceeding currency shall be incurred.

XIII. FENCES.

1. Fences shall be erected and maintained on each side of the railway, of the height and strength of an ordinary division fence, with openings, or gates, or bars

therein and farm crossings of the road, for the use of the proprietors of the lands adjoining the railway; and also cattle guards at all road crossings, suitable and sufficient to prevent cattle and animals from getting on the railway; and until such fences and cattle guards shall be duly made, the Company shall be liable for all damages which shall be done by their trains or engines to cattle, horses or other animals on the Railway; and after the fences or guards shall be duly made, and while they are duly maintained, no such liability shall accrue for any such damages unless negligently or wilfully done; and if any person shall ride, lead or drive any horse or other animal upon such Railway and within the fences and guards other than the farm crossings, without the consent of the Company, he shall for every such offence forfeit a sum not exceeding and shall also pay all damages which shall be sustained thereby to the party aggrieved; and no person other than those connected with, or employed by, the Railway, shall walk along the track thereof, except where the same shall be laid across or along a highway.

2. Within six months after any lands shall be taken for the use of the Railway, and if thereunto required by the proprietors of the adjoining lands respectively, but not otherwise, the lands shall be, by the Company, divided and separated, and kept constantly divided and separated from the lands or grounds adjoining thereto, with a sufficient post or rail, hedge, ditch, bank or other fence sufficient to keep off hogs, sheep and cattle, to be set and made on the lands so taken, and which the Company shall, at their own costs and charges, from time to time, maintain, support and keep in sufficient repair.

XIV. TOLLS

SHALL BE ESTABLISHED AS FOLLOWS:

1. Tolls shall be from time to time fixed and regulated by the by-laws of the Company, by the Directors, if made thereunto authorised by the by-laws, or by the shares holders at any general meeting, and shall and may be demanded and received for all passengers and goods transported upon the Railway or in the steam vessels to the undertaking belonging, and which shall be paid to such persons and at such places near to the Railway, in such manner and under such regulations as the by-laws shall direct; and in case of denial or neglect of payment of any such tolls, or any part thereof, on demand, to such persons, the same may be sued for and recovered in any competent Court, or the agents or servants of the Company may, and they are hereby empowered to seize the goods for or in respect whereof such tolls ought to be paid, and detain the same until payment thereof; and in the meantime the said goods shall be at the risk of the owners thereof; and all or any of the said tolls may, by any by-law, made at any general meeting, be lowered and reduced and again raised as often as it shall be deemed necessary for the interests of the undertaking: Provided that the same tolls shall be payable at the same time and under the same circumstances upon all goods and persons, so that no undue advantage, privilege or monopoly may be afforded to any person or class of persons by any by-laws relating to the tolls.

2. In all cases a fraction in the distance over which goods or passengers shall be transported on the Railway shall be considered as a whole mile; and for a fraction of a ton in the weight of any goods, a proportion of the tolls shall be demanded and taken, according to the number of quarters of a ton contained therein, and a fraction of a quarter of a ton shall be deemed and considered as a whole quarter of a ton.

3. The Directors shall, from time to time, print and stick up, or cause to be printed and stuck up, in the office, and in all and every of the places where the tolls are to be collected, and in every passenger car, in some conspicuous place there, a printed board or paper exhibiting all the tolls payable, and particularizing the price or sum of money to be charged or taken for the carriage of any matter or thing.

XV. GENERAL MEETINGS.

The Shareholders shall always have power to assemble together at general meetings for purposes connected with or belonging to the undertaking, and may at any general meeting remove and elect Directors, and remove any officers under them, make, revoke, amend or change any by-laws, rules or orders, the method of calling general meetings and their time and place of assembling only excepted, for the regulation of the undertaking and Railway, and for the well governing of all persons travelling, or the transport of goods carried on the Railway, and by such by-laws to impose fines or forfeitures for the breach of such by-laws, rules or orders, not exceeding the sum of pounds for every offence. Provided, that no By-laws shall be binding, unless they shall have been approved of by the Governor in Council, nor until after their publication in the Canada Gazette for at least fifteen days.

XVI. DIRECTORS: THEIR ELECTION AND DUTIES.

1. A Board of Directors of the undertaking to manage its affairs, the number whereof shall be stated in the special Act, shall be chosen annually by a majority of the shareholders voting at such election, and if such election shall not be held on the day appointed by the by-laws,

it shall be the duty of the Directors to notify and cause such election to be held within thirty days after the day so appointed; and on the day so notified, no person shall be admitted to vote except those who would have been entitled to vote had the election been held on the day when, by such articles or by-laws, it ought to have been held; and vacancies in the Board of Directors shall be filled in such manner as may be prescribed by the by-laws; and no person shall be a Director unless he be a stockholder, owning stock absolutely in his own right, and qualified to vote for Directors at the election at which he shall be chosen.

2. The method of calling general meetings, and the time and place of the first meeting of stockholders for the appointment of Directors shall be determined and settled in the special Act.

3. The number of votes to which each Shareholder shall be entitled on every occasion when the votes of the members are to be given, shall be in the proportion to the number of shares held by him, unless otherwise provided by the special Act; and all shareholders, whether resident in this Province or elsewhere, may vote by proxy, if they shall see fit; Provided that such proxy do produce from his constituent an appointment in writing, in the words or to the effect following, that is to say :

“I, _____, of _____, one of the share-
 “holders of the _____, do hereby appoint
 “_____ of _____ to be my proxy, and
 “in my absence to vote or give my assent to any busi-
 “ness, matter or thing relating to the said undertaking,
 “that shall be mentioned or proposed at any meeting of
 “the shareholders of the said Company, or any of them,
 “in such manner as he, the said _____ shall think
 “proper. In witness whereof I have hereunto set my
 “hand and seal, the _____ day of _____, in
 “the year _____.”

4. The votes by proxy shall be as valid as if the principals had voted in person ; and every matter or thing proposed or considered in any public meeting of the shareholders shall be determined by the majority of votes and proxies then present and given as aforesaid, and all decisions and acts of any such majority shall bind the Company, and be deemed the decisions and acts of the Company.

5. The Directors first appointed, or those appointed in their stead in case of vacancy, shall remain in office until the next annual election of Directors at the time appointed by the by-laws therefor, at which time an annual general meeting of the shareholders shall be held to choose Directors for the ensuing year, and generally to transact the business of the Company : Provided always, that the said Directors, in case of the death, absence, resignation or removal of any of them, may appoint others in their stead ; but if such appointment be not made, such death, absence, resignation or removal shall not invalidate the acts of the remaining Directors.

6. The Directors shall, at their first or at some other meeting, after the day appointed for the annual general meeting, elect one of their number to be the President of the Company, who shall always, when present, be the Chairman of and preside at, all meetings of the Directors, and shall hold his office until he shall cease to be a Director or until another President shall be elected in his stead ; and they may in like manner elect a Vice-President, who shall act as Chairman in the absence of the President.

7. The Directors at any meeting at which not less than a quorum to be settled by the Special Act shall be present, shall be competent to use and exercise all and any of the powers vested in the said Directors, but no one Director shall have more than one vote at any meeting except the Chairman, who shall, in case of a division

of equal numbers, have the casting vote, and the Directors shall be subject to the examination and control of the Shareholders at their annual meetings and be subject to all by-laws of the Company, and to the orders and directions from time to time made at the annual or at any special meetings, such orders and directions not being contrary to any express directions or provisions of this Act or the Special Act: And provided also, that the Act of any majority of a quorum of the Directors present at any meeting regularly held, shall be deemed the act of the Directors.

8. No person holding any office, place or employment, in, or being concerned or interested in any contracts under or with, the Company, shall be capable of being chosen a Director or of holding the office of Director.

9. The Directors shall make by-laws for the management and disposition of the stock, property and business affairs of the Company, not inconsistent with the laws of this Province, and for the appointment of all officers, servants and artificers, and prescribing their respective duties.

10. The Directors may from time to time, make such calls of money upon the respective Shareholders, in respect of the amount of capital respectively subscribed or owing by them, as they shall deem necessary, provided that thirty days' notice at the least be given of each call, and that no call exceed the prescribed amount to be determined therefor in the Special Act, nor made at a less interval than two months from the previous call, or a greater amount be called in, in any one year, than the prescribed amount therefor in the Special Act, and every Shareholder shall be liable to pay the amount of the call so made in respect of the shares held by him to the persons and at the times and places from time to time appointed by the Company or the Directors.

11. If before or on the day appointed for payment, any Shareholder do not pay the amount of any call, he shall be liable to pay interest for the same, at the rate of six per centum per annum, from the day appointed for the payment thereof to the time of the actual payment.

12. If at the time appointed for the payment of any call, any Shareholder shall fail to pay the amount of the call, he may be sued for the same, in any Court of Law or Equity having competent jurisdiction, and the same may be recovered with lawful interest from the day on which such call was payable.

13. In any action or suit to recover any money due upon any call, it shall not be necessary to set forth the special matter, but it shall be sufficient to declare that the Defendant is the holder of one share or more, stating the number of shares, and is indebted in the sum of money to which the calls in arrear shall amount, in respect of one call or more upon one share or more, stating the number and amount of each of such calls, whereby an action hath accrued to the said Company by virtue of the special Act.

14. The certificate of proprietorship of any share shall be admitted in all Courts as *prima facie* evidence of the title of any shareholder, his executors, administrators, successors or assigns to the share therein specified; nevertheless the want of such certificate shall not prevent the holder of any share from disposing thereof.

15. Any persons neglecting or refusing to pay a rateable share of the calls as aforesaid, shall forfeit a sum not exceeding *five pounds* for every one hundred pounds of their respective shares in the undertaking; and all such persons neglecting to pay their rateable calls as aforesaid, for the space of two calendar months after the time appointed for the payment thereof, shall forfeit their res-

pective shares in the undertaking, and all the profit and benefit thereof; all which forfeitures shall go to the Company for the benefit thereof,

16. Provided that no advantage shall be taken of the forfeiture unless the same shall be declared to be forfeited at a General Meeting of the Company, assembled at any time after such forfeiture shall be incurred, and every such forfeiture shall be an indemnification to and for every Shareholder so forfeiting against all actions, suits or prosecutions whatever, to be commenced or prosecuted for any breach of contract or other agreement between such Shareholder and the other Shareholders with regard to carrying on the said undertaking.

17. The Directors of the said Company may sell, either by public auction or private sale, and in such manner and on such terms as to them shall seem meet, any shares so declared to be forfeited, and also any shares remaining unsubscribed for in the capital stock of the Company, or pledge such forfeited or unsubscribed shares for the payment of loans or advances made or to be made thereon, or of any sums of money borrowed or advanced by or to the Company.

18. A certificate of the Treasurer of the Company that the forfeiture of the shares was declared, shall be sufficient evidence of the fact therein stated, and of their purchase by the purchaser; and with the receipt of the Treasurer for the price of such shares shall constitute a good title to the shares, and the certificate shall be by the said Treasurer enregistered in the name and with the place of abode, and occupation of the purchasers, and shall be entered in the books required to be kept by the by-laws of the Company, and such purchaser shall thereupon be deemed the holder of such shares and shall not be bound to see to the application of the purchase money, nor shall his title to such shares be affected by any irregu-

arity in the proceedings in reference to such sale, and any shareholder may purchase any shares so sold.

19. Shareholders willing to advance the amount of their shares or any part of the money due upon the respective shares beyond the sums actually called for, may pay the same, and upon the principal moneys so paid in advance, or so much thereof as from time to time shall exceed the amount of the calls then made upon the shares in respect of which such advance shall be made, the Company may pay interest at the legal rate of interest for the time being, as the shareholders paying such sum in advance and the said Company may agree upon: Provided, such interest shall not be paid out of the capital subscribed.

20. The Directors shall and they are hereby required to cause a true, exact and particular account to be kept and annually made up and balanced on the thirty-first day of December in each year, of the money collected and received by the Company, or by the Directors or Managers thereof, or otherwise, for the use of the Company, and of the charges and expenses attending the erecting, making, supporting, maintaining and carrying on of the undertaking and of all other receipts and expenditures of the Company or the Directors, and at the general meetings of the Stockholders of the undertaking, to be from time to time holden as aforesaid, a dividend shall be made out of the clear profits of the said undertaking, unless such meetings shall declare otherwise; and such dividend shall be at and after the rate of so much per share upon the several shares held by the Shareholders in the stock of the Company, as such meeting shall think fit to appoint or determine: Provided always, that no dividend shall be made whereby the capital of the said Company shall be in any degree reduced or impaired, or be paid thereout, nor shall any dividend be paid in respect of any share, after a day ap-

pointed for payment of any call for money in respect thereof until such call shall have been paid.

21. The Directors of the Company may, in their discretion, until the Railroad shall be completed and opened to the public, pay interest at any rate not exceeding six pounds per centum per annum, on all sums called up in respect of the shares, from the respective days on which the same shall be paid, such interest to accrue and be paid at such times and places as the Directors shall appoint for that purpose: Provided always, that no interest shall accrue to the proprietors of any share upon which any call shall be in arrear in respect of such shares or any other share to be holden by the same shareholder during the period which such call shall remain unpaid, nor shall any interest be paid or taken from the Capital subscribed or any part thereof.

22. The Directors shall from time to time appoint such and so many officers as they may deem requisite, and take from them such sufficient security by one or more bond or bonds, in a sufficient penalty or penalties or otherwise from the manager and officers for the time being, for the sake of keeping and accounting of the moneys to be raised by virtue of this Act and the Special Act for the faithful execution by them of their offices respectively, as the Directors shall think proper.

XVII. SHAREHOLDERS, SHARES AND THEIR TRANSFER.

Shares in the undertaking may be, by the parties, sold and disposed of by deed, to be made in duplicate in the form following, one part of which shall be delivered to the Directors, to be fyled and kept for the use of the said Company, and an entry thereof shall be made in a book to be kept for that purpose; but no interest on the

shares transferred shall be paid by the purchaser until said duplicate shall be so delivered, filed, and entered.

Sales shall be in the form following, varying the names and descriptions of the contracting parties, as the case may require :

I, A B, in consideration of the sum of
 paid to me by C D, hereby do sell and transfer to
 him share (or shares) of the stock of the
 to hold to him the said C D,
 his Heirs, Executors, Administrators and Assigns, sub-
 ject to the same rules and orders, and on the same
 conditions that I held the same immediately before the
 execution thereof. And I, the said C. D., do hereby
 agree to accept of the said share (or
 shares) subject to the same rules, orders and conditions.
 Witness our hands and seals, this day of
 in the year of

XVIII. MUNICIPALITIES.

1. All Municipal Corporations in this Province may subscribe for any number of shares in the Capital Stock of, or lend to or guarantee the payment of any sum of money borrowed by the Company from any Corporation or person, or indorse or guarantee the payment of any debenture to be issued by the Company for money by them borrowed, and shall have power to assess and levy from time to time upon the whole rateable property of the Municipality a sufficient sum for them to discharge the debt or engagement so contracted, and for the like purpose to issue Debentures payable at such times and for such sum respectively, not less than twenty-five pounds Currency, and bearing or not bearing interest, as such Corporation may think meet.

2. Any such debenture issued, indorsed or guaranteed, shall be valid, and binding upon such Corporation, if signed or indorsed, and countersigned by such officer or person, and in such manner and form as shall be directed by any by-law of such Corporation, and the Corporation seal thereto shall not be necessary, or the observance of any other form with regard to the Debenture than such as shall be directed in such by-law as aforesaid.

3. No Municipal Corporation shall subscribe for Stock or incur any debt or liability under this Act or the Special Act, unless and until a by-law to that effect shall have been duly made, and adopted with the consent first had of a majority of the qualified *electors* of the Municipality, to be ascertained in such manner as shall be determined by the said by-law, after public advertisement thereof containing a copy of such proposed by-law, inserted at least four times in each newspaper printed within the limits of the Municipality, or if none be printed therein, then in some one or more newspaper printed in the nearest City or Town thereto and circulated therein.

4. The Mayor, Warden or Reeve, being the head of such Municipal Corporation, subscribing for and holding Stock in the Company, to the amount of £25,000, or upwards, shall be and continue to be *ex officio* one of the Directors of the Company, in addition to the number of Directors authorised by the Special Act, and shall have the same rights, powers and duties as any of the Directors of the Company.

XIX. SHAREHOLDERS.

1. The Stock of the Company shall be deemed personal estate, and shall be transferable in the manner prescribed by the by-laws of the Company; but no shares shall be transferable until all previous calls thereon shall

have been fully paid in, or the said shares shall have been declared forfeited for the non-payment of calls thereon.

2 Each Shareholder shall be individually liable to the creditors of the Corporation to an amount equal to the amount unpaid on the Stock held by him, for the debts and liabilities thereof, and until the whole amount of his Stock shall have been paid up ; and all the Shareholders shall be jointly and severally liable for all the debts due or owing to any of the laborers and servants of the Company for services performed for them, but shall not be liable to an action therefor before an execution against the Company shall have been returned unsatisfied in whole or in part, and the amount due on such execution shall be the amount recoverable with costs against such Shareholders.

3. The original Capital Stock may be increased from time to time to any amount, but such increase must be sanctioned by a vote in person or by proxy, of at least two-thirds in amount of all the Shareholders, at a meeting of them expressly called by the Directors for that purpose, by a notice in writing to each Shareholder, served on him personally, or properly directed to him, and deposited in the Post Office nearest to his place of residence, at least twenty days previous to such meeting, stating the time and place and object of the meeting, and the amount of increase, and the proceedings of such meeting must be entered on the minutes of the proceedings, and thereupon the Capital Stock may be increased to the amount sanctioned by such a vote.

4. The funds of the Company shall not be employed in the purchase of any Stock in their own or in any other Corporation.

XX. ACTIONS FOR INDEMNITY AND FINES AND PENALTIES AND THEIR PROSECUTION.

1. All suits for indemnity for any damage or injury sustained by reason of the Railway, shall be instituted within six calendar months next after the time of such supposed damage sustained, or if there shall be a continuation of damage, then within six calendar months next after the doing or committing such damage shall cease, and not afterwards; and the Defendants may plead the general issue and give this Act and the special Act and the special matter in evidence at any trial to be had thereupon, and may aver that the same was done in pursuance of and by authority of this Act and the special Act.

2. All persons by any means or in any manner or way whatsoever, obstructing or interrupting the free use of the Railway, or the carriages, vessels, engines or other works incidental or relative thereto, or connected therewith, shall, for every such offence, be deemed guilty of a misdemeanor, and on conviction thereof, shall be punished by imprisonment in the Provincial Penitentiary, for a term not to exceed five years.

3. All persons wilfully and maliciously, and to the prejudice of the Railway, breaking, throwing down, damaging or destroying the same, or any part thereof, or any of the buildings, stations, depots, wharves, vessels, fixtures, machinery or other works or devices incidental and relative thereto, or connected therewith, or doing any other wilful hurt or mischief, or wilfully or maliciously obstructing or interrupting the free use of the Railway, vessels or works, or obstructing, hindering or preventing the carrying on, completing, supporting and maintaining the Railway, vessels or works, shall be adjudged guilty of a misdemeanor, unless the offence committed shall, under some other Act or Law, amount to a felony, in which case such person shall be adjudged guilty of a felony, and the Court by and before whom the person shall be tried

and convicted, shall have power and authority to cause such person to be punished in like manner as persons guilty of misdemeanor, or felons (as the case may be) are directed to be punished by the laws in force in this Province.

4. All fines and forfeitures imposed by this Act, or the special Act, or which shall be lawfully imposed by any by-law, the levying and recovering of which are not particularly herein directed, shall, upon proof of the offence before any one or more Justice or Justices of the Peace for the District, County or place where the act occurred, either by the confession of the parties, or by the oath or affirmation of any one credible witness, which oath or affirmation such Justice or Justices is or are hereby empowered and required to administer without fee or reward, be levied by distress and sale of the offender's goods and chattels, by warrant under the hand and seal or hands and seals of such Justice or Justices; and all fines, forfeitures and penalties, the application whereof is not hereinbefore particularly directed, shall be paid into the hands of the Treasurer of the Company, to be applied to the use thereof and the overplus of the money so raised, and after deducting the penalty and the expenses of the levying and recovering thereof, shall be returned to the owner of the goods so distrained and sold; and for want of sufficient goods and chattels whereof to levy the said penalty and expense, the offender shall be sent to the Common Gaol for the County or District in which he shall have been convicted, there to remain without bail or mainprize, for such term, not exceeding one month, as the Justice or Justices shall think proper, unless the penalty or forfeiture and all expenses attending the same, shall be sooner paid and satisfied; but every such person or persons may, within four calendar months after the conviction, appeal against the same to the Court of General Quarter Sessions, to be holden in and for the County or District.

5. All contraventions of this Act or of the special Act, by the Company or by any other party, for which no punishment or penalty is herein provided, shall be a misdemeanor, and shall be punishable accordingly: but such punishment shall not exempt the Company, if they be the offending party, from the forfeiture by this Act and the special Act, of the privileges conferred on them, by the said Acts, if by the provisions thereof or by law, the same be forfeited by such contravention.

6. All By-laws, Rules and Orders regularly made, shall be put into writing and signed by the Chairman or person presiding at the meeting at which they were adopted, and shall be kept in the office of the Company; and a printed copy of so much of them as may relate to or affect any party other than the members or servants of the Company, shall be affixed openly in all and every passenger car, and in all and every of the places where tolls are to be gathered, and in like manner as often as any change or alteration shall be made to the same; and the By-laws, Rules and Orders shall be binding upon and observed by all parties, and shall be sufficient in any Court of Law or Equity to justify all persons who shall act under the same; and any copy of the same or of any of them certified as correct by the President or Treasurer, shall be deemed authentic, and shall be received as evidence thereof in any Court, without further proof: Provided nevertheless, that all such By-laws, Rules and Orders shall be submitted from time to time, to the Governor General or person administering the Government of this Province for approval.

7. That copies of the minutes of proceedings and resolutions of the Shareholders of the Company, at any general or special meeting, and of minutes of proceedings and resolutions of the Directors, at their meetings, extracted from the minute-books kept by the Treasurer of the Company, and by him certified to be true copies, extracted from such minute-books, shall be *prima facie* evidence of such proceedings and resolutions in all

Courts of civil jurisdiction, and all notices given by the Treasurer of the Company, by order of the Directors, shall be deemed notices by the said Directors and Company.

XXI. WORKING OF THE RAILWAY.

1. Every servant of the undertaking employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge, which shall indicate his office, and he shall not without such badge, be entitled to demand or receive from any passenger any fare or ticket, or to exercise any of the powers of his office, nor meddle or interfere with any passenger or his baggage or property.

2. The trains shall start and run at regular hours to be fixed by public notice, and shall furnish sufficient accommodation for the transportation of all such passengers and goods as shall within a reasonable time previous thereto, be offered for transportation at the place of starting, and at the junctions of other Railways, and at usual stopping places established for receiving and discharging way-passengers and goods from the trains, and such passengers and goods shall be taken, transported, and discharged, at, from, and to such places, on the due payment of the toll, freight or fare legally authorised therefor, and the party aggrieved by any neglect or refusal in the premises, shall have an action therefor against the Company.

3. Checks shall be affixed by any agent or servant to every parcel of baggage having a handle, loop, or fixture of any kind thereupon, and a duplicate of such check shall be given to the passenger delivering the same ; and if such check be refused on demand, the Company shall pay to such passenger, the sum of to be recovered in a civil action ; and further, no fare or toll shall be collected or received from such passenger, and

if he shall have paid his fare, the same shall be refunded by the Conductor in charge of the train ; and any passenger producing such check, may himself be a witness in any suit brought by him against the Company, to prove the contents and value of his baggage not delivered to him.

4. The baggage, freight, merchandize or lumber cars shall not be placed in rear of the passenger cars, and if any such be so placed, the officer or agent directing or knowingly suffering such arrangement, and the Conductor of the train, shall severally be deemed guilty of a misdemeanor, and be punished accordingly.

5. Every Locomotive Engine shall be furnished with a bell, of at least thirty pounds weight, or a steam whistle ; and the bell shall be rung, or the whistle sounded at the distance of at least eighty rods from every place where the Railway shall cross any highway, and be kept ringing or be sounded at short intervals, until the engine shall have crossed such highway, under a penalty of for every neglect thereof, to be paid by the Company, who shall also be liable for all damages sustained by any person by reason of such neglect, one half of which penalty and damages shall be chargeable to and collected by the Company from the Engineer having charge of such engine and neglecting to sound the whistle or ring the bell as aforesaid.

6. Passengers refusing to pay their fare, may by the Conductor of the train and the servants of the Company, be with their baggage put out of the cars, using no unnecessary force, at any usual stopping place, or near any dwelling-house, as the conductor shall elect, first stopping the train.

7. All persons in charge of a locomotive engine, or acting as the conductor of a car or train of cars, who shall be intoxicated on the Railway, shall be deemed guilty of a misdemeanor.

8. Any passenger injured while on the platform of a car, or on any baggage, wood or freight car, in violation of the printed regulations posted up at the time in a conspicuous place, inside of the passenger cars then in the train, shall have no claim for the injury, provided sufficient room inside of such passenger cars sufficient for the proper accommodation of the passengers was furnished at the time.

XXII. GENERAL PROVISIONS.

1. When and as often as any contractor for the construction of any part of a Railway in progress of construction shall be indebted to any labourer for thirty or any less number of days' labour performed in constructing said Railway, the Company shall become liable to pay such labourer the amount due to him for such labour, and for the recovery of which an action may be maintained by him against the Company, if notice in writing shall have been given by him to the Company within twenty days after the performance of the labour claimed by him, stating the amount, and number of days' labour for which the claim is made, and the time when and the name of the contractor for whom the same were performed; and the notice shall be signed by the labourer or his attorney; and shall be served on an Engineer, Agent, or Superintendent employed by the Company, and having charge of the section of the road on which such labour was performed, personally or by leaving the same at the office or usual place of business of such engineer, agent or Superintendent, with some person of suitable age: Provided always that no such action shall be maintained under the provisions of this section, unless the same have been commenced within thirty days after notice then given as above provided.

2. The Company shall not be bound to see to the execution of any trust, whether express, implied or con-

structive, to which any of the shares may be subject; and the receipt of the party in whose name any share shall stand in the books of the Company, or if it stands in the name of more parties than one, the receipt of one of the parties named in the Register of Shareholders shall from time to time be a sufficient discharge to the Company for any dividend or other sum of money payable in respect of the share, notwithstanding any trust to which the share may then be subject, and whether or not the Company have had notice of the trusts, and the Company shall not be bound to see to the application of the money paid upon such receipts.

3. Her Majesty's Mail, Her Majesty's Naval or Military Forces or Militia, and all artillery, ammunition, provisions or other stores for their use, and all policemen, constables and others travelling on Her Majesty's service, shall at all times, when thereunto required by Her Majesty's Deputy Postmaster General, the Commander of the Forces, or any person having the Superintendence or command of any Police Force, and with the whole resources of the Company if required, be carried on the Railway, on such terms and conditions, and under such regulations as the Governor in Council shall make; and the Company may be required by the Governor or any person thereunto authorized by him, to place any Electric Telegraph and the apparatus and operators they may have, at the exclusive use of the Government, receiving thereafter reasonable compensation for such service: provided that any further enactments which the Legislature of this Province may hereafter make, for the carriage of the Mail or Her Majesty's Forces, and other persons and articles as aforesaid, or the tolls therefor, or in any way respecting the use of any Electric Telegraph or other service to be rendered to the Government, shall not be deemed an infringement of the privileges intended to be conferred by this Act or the Special Act.

4. A true and perfect account of the names and places of abode of the several Shareholders shall be kept and entered in a book to be kept for that purpose, as well as of the several persons who shall from time to time become Proprietors of, or entitled to any shares therein, and of all the other acts, proceedings and transactions of the said Company and of the Directors for the time being.

5. A Map and Profile of the completed Railway and of the land taken or obtained for the use thereof, shall within a reasonable time after completion of the undertaking be made and fyled in the office of the Commissioners of Public Works, and also like maps of the parts thereof located in different Counties shall be fyled in the Registry Offices for the Counties in which such parties shall be respectively; and every such map shall be drawn on such a scale and on such paper as may from time to time be designated for that purpose by the Chief Commissioners of Public Works, and shall be certified and signed by the President or Engineer of such Corporation.

6. An account shall be annually submitted to the three branches of the Legislature, within the first fifteen days after the opening of each Session of the Provincial Parliament after the opening of the Railway or any part thereof to the public, containing a detailed and particular account, attested upon oath of the President, or Vice-President in his absence, of the moneys received and expended by the Company, and a classified statement of the passengers and goods transported by them, with an attested copy of the last annual statement; and no further provisions which the Legislature may hereafter make with regard to the form or details of such account or the mode of attesting or rendering the same, shall be deemed an infringement of the privileges hereby granted to the Company.

7. If the construction of the Railway shall not have been commenced, and ten per cent. on the amount of the

Capital shall not have been expended thereon, within three years after the passing of the Special Act or if the Railway shall not be finished and put in operation in ten years from the passing of such Special Act as aforesaid, its corporate existence and powers shall cease.

8. No Corporation formed under this Act shall lay down or use, in the construction or repair of its Road, any iron rail of less weight than pounds to the lineal yard, except for turnouts, sidings and switches; nor shall the gauge of any such road be broader or narrower than feet.

9. The Parliament of this Province, may from time to time reduce the tolls upon the Railway, but not, without consent of the Company, or so as to produce less than ten per cent. per annum profit on the Capital actually expended in its construction; nor unless, on an examination made by the Commissioners of Public Works of the amount received and expended by the Company, the net income from all sources, for the year then last passed, shall have been found to exceed ten per cent. upon the Capital so actually expended.

10. The Provincial Parliament, may at any time annul or dissolve any Corporation formed under this Act; but such dissolution shall not take away or impair any remedy given against any such Corporation, its Shareholders, Officers or Servants, for any liability which shall have been previously incurred.

11. Nothing herein contained shall affect or be construed to affect, in any manner or way whatsoever, the rights of Her Majesty, Her Heirs and Successors, or of any person or persons, or of any bodies politic, corporate or collegiate, such only excepted as are herein mentioned.

No. 7.

DOCUMENTS referred to in Evidence of C. P. TREADWELL, Esq.

A.—Chapter on the St. Lawrence and the Ottawa, from a Pamphlet by Wm. F. Coffin, Esq., Joint Sheriff of the District of Montreal, entitled, "Three Chapters on a triple project."

THE ST. LAWRENCE AND THE OTTAWA.

Having, thus far, endeavoured to point out, as the first feature in a system or scheme of railroads, one that should connect the Province of Canada with the great American cities of the Atlantic seaboard, with the least circuit or delay, let us now turn to another feature in such a scheme, a feature of equal importance to the Province and of still greater importance to the metropolis of Canada. We allude to a line of railroad communication from Montreal upwards to Prescott on the St. Lawrence.

So far as this subject has elicited any expression of opinion, that opinion appears to indicate a preference of a line of route, following the course of and running almost parallel to the St. Lawrence, as the most feasible and desirable; labouring, however, under the evident disadvantage of competition both with the St. Lawrence and the canal. We would suggest another and a very different route, presenting, as we imagine, a combination of more extensive advantage, of greater facility, and of equal, if not lesser, expense. We would propose a line of railroad, to commence at the Lachine terminus of the Montreal and Lachine Railroad, to cross the Island of Montreal and the Isle Jesus to St. Eustace, then ascend the course of the Riviere du Chêne to St. Andrews, and from St. Andrews to Grenville Basin, a distance altogether, as a railroad would run, of about 55 miles. It may be as well to mention here, that a charter actually exists for the construction of a railroad from St. Andrews to Grenville, that a line has been run, and other preliminary proceedings taken. At Grenville the Ottawa presents many and remarkable facilities for bridging. At this point the Railroad might be conveyed across the river, at or about the Hawkesbury mills, striking through the Ottawa, Eastern, and

Johnstown Districts of Canada West, through the Townships of Hawkesbury or Caledonia, through Roxborough and Finch, and Winchester and Mountain, through Matilda or Edwardsburg to Prescott. This line of country, from the Ottawa to the St. Lawrence, is stated, upon very reliable information, to be singularly level, and peculiarly adapted to railroad operations. The facilities which this line of country offers, suggested, many years since, the idea of a canal to connect the waters of the St. Lawrence with those of the Ottawa, from Prescott to below the Carillon Rapids. This line was surveyed and reported upon; it was invested not only with "a local habitation," but "a name." It was designated as the "Petite Nation" Canal, and the length is stated as fifty miles. The inference is, that a line of country adapted to a canal, can offer no great obstacles to the construction of a Railroad.

From the imperfect statistics at our disposal, on a short notice, it is difficult to ascertain what amount of intermediate transport this section of country may be expected to furnish. We look for information and assistance in these important details to those resident and interested in the locality; but we know that many of the above enumerated townships, through most of which the road will most probably run, are rich, fertile, highly cultivated, and productive. A railroad running through the heart of a country, derives supplies from both sides; it is more beneficial and more likely to be benefited than one which, flanked by a river, is restricted to unilateral operations. But, at Prescott, this Railroad would arrest and bring down to Montreal so much of the traffic of the West, both passenger and freight, as might not already have been embarked on our canal, or have been attracted by the rival line of Railroad at Ogdensburg. This Ogdensburg Railroad, recollect, is not yet *unfait accompli*. It has been undertaken with an intelligent foresight, an energy and enterprise highly honourable to its projectors, but it has yet to be constructed. A Railroad such as this is not to be built in a day. It involves immense labour, enormous expenses; it takes a tortuous and protracted course, through a mountainous and most difficult country; it offers little or no intermediate transportation, and in length equals at

least the whole of the present suggested line from Prescott to Grenville, and from Grenville to Montreal. And yet, with all the disadvantages on their side, and the advantages on ours, how little has been done by us, and how much by them !

In contrasting the merits of the two lines of communication from Montreal to Prescott, by the St. Lawrence, or by the Ottawa, it may be as well to take into consideration first the question of distance. The distance from Montreal to Prescott by the St. Lawrence is 130 miles ; the distance from Montreal to Prescott, via the Ottawa, is not more. This assertion is made in the absence of all exact survey, but with every wish to approach exactitude, and will be better understood by referring to a good map, and by noting the course of the Ottawa in reference to that of the St. Lawrence. The "bridging," and expenses contingent on the same, may be calculated at about equal.

Thus much for comparative distances. In facility of construction it is unrivalled. From Lachine to St. Eustache the country is a dead flat, and the passages of the Ottawa easy, and may be rendered still more so by the selection of points where the river is either narrowed in its course or intersected by rocks and islands. From St. Eustache to St. Andrews, by following the course of the Rivière du Chêne, the gradient will be one of very trifling inclination. This is affirmed from personal observation and from the best corroborative statements. From St. Andrews to Grenville it is a level, or nearly so. From Hawkesbury on the Ottawa to the St. Lawrence it is affirmed, as before stated, that the country is singularly level, and peculiarly adapted to railroad operations.

With regard to the amount or extent of intermediate transportation, it may be as well to observe, that whereas fifty-five miles of railroad extending in the direction of Prescott by the St. Lawrence, would most probably terminate in an open field some twenty miles or so below Cornwall ; and whereas it is very clear that the road must be completed throughout to Prescott before it could either compete or co-operate advantageously with river and canal, the same extent of railroad by way of the Ottawa would terminate at Grenville, from whence Bytown

may be now reached by uninterrupted steam navigation in the space of from three to four hours. Commanding the route to Grenville, we should for ever command the trade of an immense section of country, of unknown and inexhaustible resources, the progress and improvement of which has been thus far retarded by an indifference to its claims, and by a disregard of interests which are peculiarly those of Montreal. We owe reparation both to it and to ourselves, and trust that the opportunity of doing it justice, and ourselves an inestimable benefit will not be lost for want of an effort. There is not on this Continent a line of road which offers greater opportunities of gradual completion by sections, of which each section, as completed, will not only promote the progress of a great and general design, but will possess within itself sufficient resources to repay the investment.

It is not at all necessary that parties engaged in this enterprise should prosecute it at once from Grenville to Lachine. The Grenville and Carillon section might be completed at once, and would pay on completion. ~~It~~ would be as easy, and perhaps more expedient, to commence another section at Lachine, and extend from that point to the Rivière du Chêne, and at a subsequent and more convenient period, complete the connection by the intermediate link from St. Eustache to St. Andrews. The distance from Lachine to St. Eustache is not supposed to exceed 16 miles—it is called 20 from Montreal. At St. Eustache, the railroad would attract all the internal traffic, the natural route of which towards Montreal is through that village, and which between that village and Montreal has to encounter bad, and at this season of the year impassable roads, the ascent of the Montreal mountain, two toll bridges or ferries, and one turnpike. The farmer could bring a heavy load from the North River or the Gore to St. Eustache, transfer it to the rail-cars, and proceed himself to Montreal, dispose of his produce, realize the proceeds, and be home again in less time than in the present state of the communication he could expect to reach Montreal.

The scarcity and the uncertainty of the supply of the Montreal markets at this particular season is always a cause of suf-

fering and complaint. This year it has weighed grievously on the poor, and has been severely felt by every class of householders. The cost of food is doubled in Montreal, simultaneously with the cost of fuel, until "the river takes." During the interval that elapses between the close of the navigation and the freezing of the St. Lawrence, we are dependent for the necessities of life either on the stores in hand, or on the imperfect and inadequate resources of the Island of Montreal. The state of the roads, impracticable or nearly so at this season, contracts still more the limits of this circle. Supplies are doled out to us with the deliberation or the indifference of the monopolist, who can command his times and his prices. We must remedy this defect, we must place ourselves beyond the vicissitudes of a scanty or arbitrary supply. If Montreal is to become a great and populous city, we must have cheap food at all seasons, and abundance of it.

By a railroad to St. Andrews, we shall receive equable and sufficient supplies to our market at any season of the year. Up to the present time of writing, the beginning of February, rail cars from that point might have reached Montreal daily without interruption. We believe that in this section of country a Railroad could operate throughout the winter with but slight or very temporary hindrance, and no one will doubt what effect a daily intercourse with the substantial farmer of the Counties of Two Mountains and Ottawa would have upon the inhabitants of Montreal. Nor is it essential to this result that such a railroad should actually reach St. Andrews. Every step in that direction will be an invitation and an encouragement. The supplies of that section will meet our advances more than half way. So soon as the Railroad reaches St. Eustache, so soon will both the stockholders and the citizens of Montreal experience the benefits of its operation; benefits which will increase and multiply with the progress of the undertaking.

No thinking man with data such as these before him—data which, however imperfect or incomplete, are full of promise and reasonable hope,—will doubt of the expediency of this undertaking; an undertaking which, so far as the city of

Montreal is concerned, should be looked upon, not so much as a question of expediency, not so much in the light of a speculation, as a matter of positive necessity. But there is no man resident within this most populous section of Canada East to whom this project does not hold out the most evident, undeniable and immediate advantages. To the farmer it secures constant demand; to the citizen unfailing supply; to the capitalist prompt and undoubted returns. Let the matter be but fairly stated, without exaggeration or extenuation, let the attention of the public be, but once, thoroughly aroused to the real importance of the subject, and we may appeal with confidence to its support. It is not to the capitalist alone that we are to look for assistance. The monied man, practised and "wide awake," requires neither inducement nor suggestion. He understands his own interest. Let the investment be but profitable and we shall find him there, nothing loth. We look to the farmer, the sturdy "old country" settler, who has chopped and cleared his way to competence, whose earnings, small but steadily acquired, await secure investment. To this man we look with confidence; his shrewd sense will teach him that no more advantageous investment can be found than the employment of his money in the construction of a railroad almost to his own door, which, while it insures him interest at the rate of seven or eight per cent., will double the value of his property, his produce and his labour. And we rely equally on the French Canadian farmer, the wealthy and intelligent *habitant*, to whom a want of enterprise and confidence has been imputed, with an equal lack of generosity and justice. Of confidence he has naturally only too much; in his particular line he lacks neither enterprise nor energy, but the ways of the rail are, as yet, not his ways. If we have preceded him in this matter, it is our good fortune, not his blame. What experience has taught us, experience will impress upon him. He may look timidly at first upon a costly project disagreeably suggestive of other and still more specious failures; but he will see as we saw, and he will be convinced as we were convinced, not one whit more slowly or more cautiously; and once convinced, he will embark in undertakings of this nature with

as much alacrity and courage as any other constituent of the population of Canada.

But to inspire confidence among all classes of men, and every variety of race, requires something more than individual exertion. The motive of an individual may be misunderstood or misrepresented. The most disinterested zeal differs not in appearance from the eagerness of selfish interest. The man may mar the cause, "*non specie tantùm sed opprobrio quoque.*" It is to the representatives of the people in their respective categories; it is to those who have acquired and who enjoy a legitimate influence, whose influence has been endorsed by the suffrages of their fellow citizens, that we must look for the most beneficial exercise of that influence,—in social intercourse, in conversation, by personal explanation and exhortation. The man who feels strongly, impresses deeply. We turn to the Members of the Legislature in their individual capacity in their several spheres and localities, as the best and most efficient propagandists of improvement; we rely upon their exertions and upon their support, and feel assured that in this reliance we shall not be disappointed.

But it is upon the Legislature itself that all eyes turn at this conjuncture. Newly elected and full of promise, it cannot be for one moment doubted but that all projects of public improvement and advance, all measures of general and comprehensive utility, more especially Railroads and Canals, will receive earnest attention and warm encouragement. It is in the power of Parliament to give an impulse to Canadian enterprise and Canadian prosperity; to give it, at the same time, such a direction and tendency as will secure it alike from depression, or change, or competition. It may place us at once, not only above rivalry, but in a position inaccessible to rivalry; it may secure to the commerce of this country immense and permanent advantages; not by invidious and irritating legislation, not by pandering to the mean instincts of our nature, not by devising distinctions, and differences, and disabilities, but by asserting the superiority which nature has conferred upon us, and by employing that superiority for the benefit of mankind. It is in the power of our Legislature, at

this peculiar crisis, by the judicious encouragement of local undertakings, based upon a well designed and well matured system, to make this Province the highway to the West. Do but hold out to capital and enterprise every legitimate inducement, and we shall, ere long, see grow up a complete line of canal communication connecting the waters of the Ocean with the waters of the Lakes. We shall see grow up a continuous Railroad communication, connecting the St. Lawrence with the Ottawa, the Ottawa with Montreal, and Montreal with the World. Canada will monopolize the travel and the traffic of the West upon the catholic basis of economy, convenience and speed, and she will exercise that monopoly with universal acquiescence and approval.

What the nature and measure of the inducement ought to be may vary with circumstances. We have no lack of examples or precedents. Without going to the East or West Indies, to the Island of Trinidad, or Ceylon, or to the Colony of Demarara, we find in our sister Colonies of Nova Scotia and New Brunswick new and familiar instances of wise and fostering legislation. The great St. Andrews and Fredericton Railway, the first skein in that web of communication which will, at no remote period, connect the British Provinces with each other, and with Europe, has obtained the necessary capital, without difficulty or hesitation, on the guarantee of the Province of five per centum per annum on the amount of capital invested in the enterprise. The certainty of five per cent., the character of the security, and the contingency of six or eight per cent., have overcome all scruples and will surmount every obstacle. The application of like principles here will insure like results. Let the Legislature of this Province but guarantee like interest on the capital invested in such enterprises as the St. Lawrence and Lake Champlain Canal, the St. Lawrence and Ottawa Grand Junction Railway, the St. Lawrence and Atlantic, and the Great Western Railroad, all grand trunk lines of road, of general interest and benefit to the Province at large, and the means of prosecuting these great works will be forthcoming. We claim no assistance for the line connecting the St. Lawrence, opposite to Montreal, with Swanton, in Vermont; first,

because we do not view it as an enterprise of Provincial interest; and, secondly, because we look upon its construction inevitable on the completion of the canal and the Vermont Railroads, either by the existing Company to St. John's, or by others who watch and await their decision; but we claim the Provincial guarantee to the projects above named, with perfect confidence that the effects of that guarantee will be such as to render the guarantee itself a mere work of supererogation.

But we demand something more from our Provincial Legislature. We demand the abandonment and repeal of those restrictive principles in railway legislation—principles equally unjust, impolitic, and fallacious—which have dictated the limitation of railway profits. We can hardly imagine a greater absurdity, a more glaring anomaly in the legislation of a new country, deficient in means, rich in resources, and covetous of the means to develop those resources, than enactments which blow hot and blow cold, which invite and repel, which court the assistance of the capitalist in the spirit of the hawker who puffs his wares and at the same time drives a hard bargain. It has the effect, too, of all hard bargains; it deters custom, it provokes retaliation, it encourages cheater. It is a matter of notoriety, all the world over, that the attempted limitation of railway profits is of none effect. It is eluded openly, and the evasion, an act of public immorality, is greeted on all hands with the chuckle of public approbation. Why, therefore, this Legislative provocative to sin? Why persist in enactments unjust in principle, immoral in tendency, and impotent in purpose? If the St. Lawrence and Lake Champlain Railroad Company could legally declare a dividend of twenty per cent., or the Montreal and Lachine Railroad Company a dividend of fifteen, we should soon dispense with the necessity and the humiliation of running after capital. Capital would run after us. The “delicate attentions” would be all the other way. Canadian stocks would be at a high premium, and our money market pant under a phlethora of ingots and doubloons. We do most earnestly hope that Provincial enterprise will be ridded forthwith of this hamper and incumbrance. We in no way object to a wholesome govern-

mental supervision of railway tariffs of tolls and charges. We object not to the reservation of right to the public to take possession of any Railroad, on certain specified and equitable conditions ; but we protest against restrictions. Let us have free trade and unlimited profits.

Thus much for our triple project. It consists of three designs, all conducive to the same object. The first being a canal connecting the waters of the St. Lawrence with the waters of Lake Champlain ; the second, a Railroad connecting Montreal with Sawnton and Burlington, Boston and New York ; the third, but second in importance, and equal in public utility with the canal, a railroad connecting the upper waters of the Saint Lawrence with the waters of the Ottawa, and the waters of the Ottawa with Montreal. We have called it a triple project, because although each feature in the triplet may be entertained and acted upon independently, the combination of the three will secure to this Province the following great and enduring advantages :—

It will give to our waters, to our canals, to our communications, the transport of a vast amount of the freight traffic of the west, an amount which has been aptly called “the lion’s share ;”

It will augment in proportion the tolls on our canals, and the revenues of the Province ;

It will cheapen the cost of descending freight, and enable those who bring down cheaply to take back cheaply. It will put economy in competition with speed, and will place the Canadian canal on a fair footing of advantageous rivalry with the American Railroad ;

At all points of contact in the Canadian territory, it will give increased intercourse, and create increased wants, demands and consumption ;

It will transfer to our Railroads a large porportion of the passage traffic from the United States to the west ;

It will afford a new outlet to the trade of the Ottawa ;

It will impart fresh vigour to that trade by increasing its certainty, and giving to it a choice of markets ;

It will make Montreal a thoroughfare and an emporium ; a thoroughfare of commerce and commercial travel, and a depot capable of supplying all markets, at any notice and to any extent ;

It will secure to this metropolis cheap and well regulated supplies at all seasons ;

It will give a fresh and permanent impulse to the activity and energy, the progress and prosperity of Canada.

We expect all this from the newly convened Parliament. We repeat our conviction that the guarantee demanded, if applied with prudence and judgment, will ultimately prove to have been superfluous and unnecessary. It will have proved most valuable as a security and an inducement, as inspiring the capitalist, both indigenous and foreign, with confidence and courage. The Legislature may lend us its name without fear of dishonour. We shall not fail to meet these engagements. It will have endorsed our securities, it will have imparted currency to our credit without the risk or even the apprehension of real responsibility. But if from unforeseen or unimaginable obstacles, or from untoward or uncontrollable circumstances, the Legislature should withhold the guarantee, let us not lose heart or countenance. Let us not relax nor desist, nor rest satisfied with the indolent commentary "where is the money to come from?" The money, assuredly, will not be found if it is not sought ; let us endeavour to find it, or, at the least, put ourselves in a position to employ it if it is to be found. Let us get from the Legislature all that it is competent or inclined to give. Let us get intelligent legislation, based on broad and attractive principles. Hold out to the stockholder every inducement consistent with the public security. But while Parliament "gives all it can," it will never do for us to play the voluptuous sluggard, and "dream the rest." The first railroad undertaken by the Bostonians encountered still greater difficulties and surmounted heavier discouragement. That same railroad now returns a steady income of eight per cent.

"*Aide toi et Dieu t'aidera.*" Let us cease from calling upon Hercules, and grapple with the churlish god. To com-

plete works of the contemplated magnitude would unquestionably require a large expenditure of capital. But the canal is a work which will most probably be assumed by the Province. The railroad between the St. Lawrence, the Ottawa, and Montreal, appeals strongly to the interest and common sense of the native capitalist. The return will be immediate, the expenditure will spread over a number of years. It holds out remarkable facilities for completion by sections, of which each section as completed, will pay. The calls upon the stockholders will be graduated by circumstances; they will of no necessity be heavy or hurried, and will in a great degree depend upon the apparent success of the undertaking, and the increasing confidence of the public.

From England we are taught to expect no assistance. We are told that her present engagements already exceed her means. Not so. For all rational and legitimate engagements she has the necessary means, and means to spare. She emerges from the fiery furnace, cleansed of the dross of mad speculation. Parties have suffered, but not the strength or the wealth of the nation. England has the means even now, and will soon have more to employ in prudent investment. Capital will accumulate in despite of pressure or crisis or panic: it must find employment. It will ever be attracted by fair promise and adequate security, and amid the late monetary mishaps of mankind we see no particular reason to question the credit, or despair of the prospects of Canadian enterprise.

From Old England we turn, naturally enough, to New England. The abolition of differential restrictions, the equalization of duties in this colony, will give rise to new commercial relations with the manufacturing States of the Union. Distance and climate, freight and insurance, costs and charges considered, the manufactures and the machinery of Boston will compete extensively in Canada with those of England. A new market is opened to "Yankee notions," and American ingenuity. All that is wanted now is to render that market accessible by short, speedy, safe and cheap communications, ways of traffic and modes of conveyance which will at the

me time create and employ capital. Can we for one moment doubt that those who have invested millions in opening up devious communications with visionary markets in the remote West, who by slow but sure degrees have realized these visions, will neglect the field of enterprise presented to them most at their own doors. Will those who have undertaken the Ogdensburgh Railroad, a work of immense labour, immense expenditure, profitless in itself, and useful alone as a link of communication, be so blind to their own interests as to refuse assistance to projects which are emphatically their own, which will make the road to Boston not the mail route only, but the commercial highway to Europe, which will enable them to supply Montreal and its 60,000 inhabitants, and the dense population of Canada, with their manufactures and their imports; which will return to them, at the same time, the produce of the Ottawa and of the west; and which, in fact, to all the advantages contemplated by the Ogdensburgh Railroad will combine many more, with greater conveniences, more concentration, and far less cost.

In conclusion, and in apology, we again repeat that we have ventured upon the observations and suggestions contained in the foregoing pages, in the earnest hope that our efforts, we will add even our inaccuracies, may have the effect of attracting public attention to these matters *at once*. If anything is to be done towards the promotion of these objects, it is to be done *now*. This is the time and the opportunity; let it not escape us. Let us no longer palter with doubts and fears and misgivings. Let us meet and grapple with the difficulty, if any exist; determined to win the best or know the worst, provident of the present, hopeful for the future, resolute to lose nothing by our own apathy, and mindful ever, that

In the disproof of chance
Lies the true proof of man.

B.—LETTER from C. P. Treadwell, Esquire, published in Montreal Herald of 30th November, 1850, with Report of a survey of part of the St. Lawrence and Ottawa Grand Junction Railway.

This Survey was performed in compliance with the request and under the particular direction, of Mr. Sheriff Treadwell and other gentlemen of the Ottawa District. It commences on the Long Sault on the Ottawa, about a mile below the Hawkesbury Mills, and at a point, in the opinion of competent judges, the most suitable for the construction of a bridge.

From this place to the Hawkesbury Village the distance is one mile and twenty-seven chains. In the first twenty chains of this distance the ascent does not much exceed ten feet above the present level of the water, but in the next seven it rises to twenty-four. At midway it reaches the height of twenty-eight and throughout the remainder of the distance there is an easy, gradual descent of six feet, making the height of the village, a little beyond the creek, about twenty-two feet above the water's edge. The next mile and three quarters of the route passes over an even clayey surface, having an ascent of about seven feet to the mile. At the Seigniory line, thirty-four chains further onward, the highest elevation on the line between the Ottawa and the Springs is obtained—viz: fifty-eight feet.

From this point to the Road at Hartwick's the distance is seventy-two chains, with a descent of twenty feet; thence to L'Orignal the distance is one mile and thirty-eight chains, and the height forty-two feet: but this last distance presents different elevations, some of which are not more than twenty-five feet. From L'Orignal, in direct line to the Springs, the distance is $7\frac{2}{3}$ miles. This part of the route presents every facility that could be desired in the construction of a Railroad. With the exception of a small eminence of a few feet, the whole distance may be calculated upon as nearly level, and I feel confident in asserting that a better site, from L'Orignal to the Springs, could not be obtained. With respect to the line here laid down between Hawkesbury Village and L'Orignal, I am not prepared to advocate it as the only route, except for the

convenience of lumbermen. On the contrary, I can see no necessity for it touching at any point on the Ottawa between these two places. The course from Hawkesbury Village to L'Orignal should be direct, as well with a view of shortening the distance as of securing a more eligible and uniform route.

ROBERT HAMILTON,

HAWKESBURY,

Provincial Land Surveyor.

January 22, 1849.

THE OTTAWA and St. Lawrence Grand Junction Railroad.

This contemplated Railroad will unite with that of the St. Lawrence and Atlantic at Montreal, and with the Ottawa River at Hawkesbury and L'Orignal; it will also touch the St. Lawrence at Prescott, and thereby connect with the Ogdensburgh and Boston Railroad. The last-named line is opposed to the one in question: nevertheless, they will, when completed, create an immense amount of business for each other, and render an important benefit to the Railroad to the Atlantic and Portland; for it is generally admitted that commerce and travel increase in proportion to the facilities afforded by speedy and cheap conveyance.

Permit me through the medium of your paper to enumerate some of the advantages which, in my opinion, will arise from the completion of the great work above alluded to. In the first place it will increase the value of real estate, which at the present moment is far below an average, in comparison with other countries possessing no greater advantages.

It will also, by connecting Lachine with St. Eustache, bring an excellent farming country within forty minutes of the city, so that persons wishing to reside in the country, and enjoy the luxury as well as the economy of such a residence, and at the same time attend to their interests in town, will be enabled to do so with comparatively little expense; neither must it be forgotten that the markets will be better supplied with all kinds of country produce, whilst the vast water power afforded by the two branches of the river which form the Islands of Montreal and Jesus, will induce capitalists to engage in various kinds of manufactures, by which the country would progress in com-

merce and increase in wealth. As the line proceeds upwards between the Grande and Petite Brulè, it will pass over a level tract of land well adapted for cultivation.

Only scatter among its present contented people a few Low-land Scotch, Irish, English, and German farmers, who will introduce an improved system of husbandry among the settlers, and this section, which, the Montreal merchants will well remember, was admitted to be the best wheat growing country in Canada, will produce more abundant crops than when first reclaimed, and furnish a greater quantity of vegetables, poultry, sheep, cattle and pigs for the Montreal markets than it has ever yet been able to bring forward.

The next place of importance after leaving the Brulè, will be St. Andrews on the North River. This fine stream is peculiarly adapted to manufacturing purposes, and should the present improvement be carried out, will at no distant day form a town of no mean note, and produce a handsome revenue to the Railroad interest. At Carrillon the lumber merchant, who may have run over the rapids, will embark in the train, and save one half of his expense and a great deal of hard labour to the men. At this place also a large amount of business in freight may be expected, not only from the resident merchants, but from the farmers in the more remote districts.

The next great object to the Company will be the crossing of the Ottawa. This I am confident, will be found practicable at any point from Stuther's Island to the large pier at Hawkesbury Mills; the only question for the engineers to determine being the place of easiest approach to, and departure from the river.

The above named mills belong to the estate of the late Hon. George Hamilton, and were carried on with great advantage under the management of Messrs. Hamilton and Low. They have been visited by several of our Governors, and other persons of distinction, and have been declared to be the most perfect and best regulated establishments for the manufacture of deals in the British Provinces. They are now under the direction of Messrs. Hamilton and Thompson, and may be stated to manufacture, annually, near half a million of pine deals for the British market.

Now, if all the bright deals made by this establishment were taken from the mills by Railroad, and could be shipped from the wharf at Montreal, and sold there for only one pound additional per hundred pieces, being the difference between bright and floated deals, this alone would secure to the Railroad Company a yearly income of nearly five thousand pounds, and at the same time make deals worth as much at the mills as they are now at the shipping port, and whenever the trade shall become unprofitable, either from scarcity or otherwise, the vast water privilege, and the great extent of the facilities for employing it, may yet render this place the Manchester of Canada.

At L'Original the freight and passengers of the upper section of the Ottawa will be secured. This, together with that of the country around, will, it is confidently expected, form a very large annual item, and when the communication shall be opened up from the Ottawa to the French River and to Lake Huron, this place will be on the direct route thence to the Atlantic, both at Portland and by the Gulf of the St. Lawrence.

From L'Original to the Caledonia Springs, a distance of about seven miles, is a perfect level. The business of the Caledonia Springs will also be an object of importance to the Railroad, not only from the conveyance of passengers and freight, but also from the transmission of its far-famed waters, which are now being sent to all the principal cities and towns in Canada, to many parts of the United States, to England, Ireland, and Scotland, and to the West Indies; and it is by no means improbable that this traffic may increase in a ten-fold proportion, and travel in the same ratio.

From the Caledonia Springs the road will proceed to the great bend in the Nation River, where, particularly at low water, sawn timber will be taken up and transported direct to Montreal. This section contains an immense quantity of fuel, and the opportunity afforded of forwarding it to the Montreal market will be felt very beneficially, both by the Company and by farmers.

After leaving the Nation River, the road will pass through South Plantagenet, Cambridge, and Finch, in a direct line a little to the east of the High Falls, and thence nearly on the

same course to Prescott. It may not be impossible that the line of Railroad from Bytown may intersect the line here laid down at the High Falls, and if so, it will connect Bytown both with Prescott and Montreal. Before the route reaches Prescott it will have passed several fine waterfalls on the Nation, where mills are now erected, and where manufactories may yet be established to a great extent, and in a country extremely rich in agricultural products, both of which objects are of material consideration to Railroad proprietors.

Prescott was situated at the foot of ship navigation from the great lakes previous to the completion of the St. Lawrence Canal, and although this grand communication has been in operation for some years, it is only during six months in the year that its facilities can be rendered available. There is little doubt but passengers generally the year round would leave the boats at this point and take the Railroad. The variety and expedition in travelling would be an inducement for them to do so, whilst the danger attending the navigation of the rapids will be entirely avoided.

The winter business of the Railroad will, I think, exceed that of the summer, inasmuch as the facilities afforded by winter travel will preclude the necessity of purchasing a six months' stock either in the Montreal, New York, Boston, Portland, or British markets. The merchant can likewise, if he wishes, order his supply any month throughout the year, thereby saving a great deal in his interest account, and enabling him to form a more accurate judgment of the actual merits of his business, and at the same time carrying on his business with one third of the capital. This improvement would have a tendency to establish cash markets for the farmers' produce at every depot along the line.

This route was first suggested by Mr. Sheriff Coffin, who is one of its ablest advocates. It offers greater facilities and less obstacles than any other route hitherto brought before the public. Even the bridges, against which many make objections, are of comparatively easy construction, and as it is intended to establish tolls in conjunction with them, they will rather be a source of profit than otherwise. It has also been proposed

to construct the whole line by sections. This would be an additional advantage, for many of the sections would, even before they are connected, do a great deal towards paying the interest on the outlay required, and as has been already remarked, property would be raised to its real value. The Rev. gentlemen of the Seminary of Montreal will probably lend their interest to the furtherance of this great work, and should they wish to commute their *lots et ventes*, they might do so with great advantage by becoming Shareholders. Their people, too, under judicious management, might do the principal part of the work at these points, and as they live on the route they could afford to do the work at a less expense. Other Seigniories might do the same, and thus a new life would be infused into all these sections. A good market would induce farmers to raise more grain and to improve their condition in every way. The first section should be commenced where there is material, such as timber, &c. This would enable the Railroad to do its own work.

There are wharves and store-houses at Montreal to do four times the work that is done, and the trains and cars on the Lachine Railroad are equal to all the business to Prescott with but little addition. I know that men of enterprise in Montreal have effected great things under very unfavorable circumstances, and upon a change of times there can be no difficulty in carrying out the contemplated improvement. Montreal, at this time can boast of public works, public buildings, churches, schools, and of its being noted for one of the cleanest cities in America.

CHAS. P. TREADWELL.

L'Original, Jan. 23, 1849.

C.—LETTER published in the Montreal Herald of 25th January, 1851, (signed "Earnest") pointing out the claims of the Northern Line from Montreal to Caledonia Springs.

SIR,—For some time past I have watched the progress of the subject of the Montreal and Prescott Railroad, as agitated by the various writers, on the importance of securing the

road to the country on the northern or southern banks of the Ottawa River. The question of the necessity of constructing such a Railroad appears clearly to be established in the affirmative. The driver of the iron horse from the Atlantic, must ere long, on his arrival opposite our city, hear the echo of the mighty snort of a similar power about to start from our far-famed city, on its way through Prescott, to the fertile regions of the West. Although I am to some extent acquainted with the Ottawa River and the business done on it, as well as that of the country surrounding it, up to the present time I did not deem it expedient to encroach on your valuable columns for the purpose of offering my humble opinion on the subject of the direction the proposed Railroad should take, to arrive at Prescott from this place.

I am pleased to see our Canadian friends coming into the war of pen and ink on this subject; but would be better pleased to see them offering to make the impression indelible, by proposing to load their arguments with a little more of their hard cash.

I have endeavoured to consider seriously the real merits of the two proposed routes, and must say I cannot agree with the views of "A Canadian," in yours of the 9th instant. He, it appears to me, is personally interested in the southern course, and attempts to prop its fading popularity by a variety of ideas founded upon no reality. The mind of the public is awake on the subject; "combination," without arguments supported by facts, will no longer take effect. The question then arises—what statements made in favor of the south are incorrect, and what facts can be established of sufficient weight to settle the question in favor of the North? I have not given the matter sufficient attention, and cannot devote sufficient time to the subject, to enable me to present to your readers very weighty considerations in favor of either; such as they are, I humbly submit them.

I beg to correct "A Canadian," when he writes, "with only the Ottawa to cross at St. Anns." The Ottawa must be crossed at Vaudreuil as well as St. Anns. The bridge at St. Anns must be of such a character as to require a very heavy

sum for its construction. The peculiarities of the place, with its current and channel, are such as to warrant one in saying that more than one unsuccessful effort will be made to construct a bridge there that will stand, and not obstruct the navigation. He also requires correction when he says, "and there are no creeks or rivers to cross, of any consequence." I think he must have lost sight of its being the winter season when they are all filled with ice and snow. He appears to have lost sight even of the pretty stream finding its way from the interior, running past his very door step, (if he resides at Rigaud) and in the summer season floats on its surface thousands of sawed lumber, cut at the distant mills, and hundreds of cords of firewood from the forest, as well as furnishing the power to turn the stones that grind the flour consumed by the country around. This stream has lofty tapering banks, and will require an expensive bridge.

I cannot occupy your valuable space, by recapitulating particulars of the various gullies on the south side, nor of the streams of moment driving the various saw and grist mills in the different parishes. The surveyors will, no doubt, notice them all.

My friend, "A Canadian," must not take it hard if I arrest him again. He says the distance is lengthened, by the north, to the extent of 25 miles on 85—calling that the distance to Caledonia Springs, whereas it is only 73 miles by post road, and might be shorter by railroad. I agree with him, when he says that a road on the south side would be a great accommodation to the mercantile business there, and hope to see the day when he will get one, and be able to make it pay; but that is not the question—he may be accommodated at the expense of his neighbour, but that will not do. The question is—which road will now pay? The provision of a few extra thousand pounds in Stock, to take the road through a country that will give an immediate and adequate revenue, is not so difficult as the supporting of one through a country unable to furnish business for it. From what I know of the business of the south side, I can safely say, and call on the steamboat proprietors to bear me out in it, that they could do twice the

business furnished them just now from it, although there is but one boat plying regularly from Lachine to Carillon on the Ottawa; and were it not for the business backwards to the North and West, and upwards viâ Grenville, the Caledonia Springs and Bytown, that boat would not earn enough to pay for the wood, tallow, and oil consumed. The small boats, passing up to Bytown, rarely stop, excepting to take wood, or put off a trifling package or two, for some person not wishing to patronize railroads or fast steamers, for fear of having to pay an extra penny per cwt. The steamer running daily on the Ottawa, leaves Lachine every morning, and cannot find business enough to make it an object to stop, till she arrives at the Lock of St. Anns. The business of the village of Vaudreuil is not worth going out of her direct course for, nor is that of Rigaud: consequently, she stops six miles above one, and five miles below the other, and I think would not touch at Point Fortune, but for the accommodation of passengers coming from the Springs by the south road. And although there are a number of wharves on this route, on the south side, many are but rarely touched by a steamer, for want of business to induce them to stop.

The bulk of the settlements by that route lie along the front, or mail road, which is within a stone's throw, or nearly so, of the Ottawa, from Lachine to Point Fortune. I will admit there are concession roads running up from the Ottawa to the interior between these points, but I will not admit, nor could it be proved, that business for a single car daily could be furnished from the concessions there. In fact, the bulk of the settlers there dare not make away with much of their produce by that means; if they did so, the merchants on the front would soon punish them for not coming their way, by enforcing payment of old accounts which they very much fear. Of course there are cases which will be an exception to this. "A Canadian" again says what must be corrected, "where there are only in the small parish of Rigaud during eight months of the year ten or twelve barges continually employed transporting the produce of the Parish and neighbouring Townships, &c., and in return takes back quantities of merchandise, which are consumed in the interior of the country." In making this statement I fear

he does so under the mistaken information, or a desire to mislead, if by "neighbouring townships," he means the country in the immediate neighbourhood, and to the south of Rigaud from Point Fortune to Vaudreuil, I do not hesitate to question his correctness, unless by "produce" he means firewood, and even with that constant employment is not given them. I know every barge in the habit of running between Lachine and Grenville canal, and how they were employed for the past season, from which knowledge I can speak correctly, or nearly so. The barges getting anything to do the past season on the south side between Point Fortune and Saint Ann's, to Lachine and the city, numbered seventeen—six of which made but two or three trips each there—seven were about half employed there, and four were constantly on that route, of which but two carried grain in bulk, bringing in all four small cargoes of 1,500 to 1,800 bushels each, from thence, with about 10 cargoes of sawed lumber, and two or three barge loads of hay and straw; the rest was firewood, with occasionally a few bags of grain, or three or four barrels of ashes amongst it. The barges above alluded to procured the balance of their employment, with some six or seven others, at St. Andrews, Carillon, Hawkesbury, the Grenville Canal, and occasionally a trip to Petite Nation or Bytown, for sawed lumber. After the merchandise carried up by them to the limits mentioned, that was but trifling, perhaps occasionally two or three of the barge owners most favoured would get some three to six tons each, at 10s to 12s per ton, for 50 miles, which they could put out of sight under the deck, in the forward or after-part of their barges, as it must be remembered the greater number of the barges spoken of are of the most inferior description, carrying about 30 cords of wood each, at from 3s to 4s 6d per cord, and grain from 1d to 1½d per minot, for 50 miles, when they can get it, and would do it for less rather than be idle.

What Railroad could work less than that? With the above facts in view what inducement is there to fix the first forty or fifty miles from Lachine on the South side of the Ottawa. It may be said there would be business on the road from the banks of the St. Lawrence; I say not, for there are daily as

well as a semi-weekly Steamer stopping at all the wharves from the Cascades up ; or it may be said the road will open up a fine back country ; admitting that it does, time must be given to settle and cultivate it before freight can be had, while this is doing if the road runs through St. Anns, the Stockholders may make up their minds at their own expense to “accommodate” a few patrons and do no business worth speaking of till they reach some fifty miles beyond Lachine.

It may appear unnecessary that I should have given so many detailed statements relating to the first fifty miles of the proposed southern route, but I do so under the conviction of its being necessary that the first 50 miles of any Railroad should furnish a large portion of the business to enable it to pay, and I question that side of the Ottawa on that account. It will not do to have that portion—the half from Prescott down, supporting the half from Montreal up ; each must bear their part, or as nearly as possible. If the proposing stockholders and projectors of the Road give the matter their serious consideration, I feel assured they will be with me in saying the North for the first 50 miles must be adopted. The population of the South for 50 miles above Montreal I hope will, at a day not very far distant, come forward and form a branch to the leading road by assisting in making it and supporting it when made ; the former they will not do now, and the latter they cannot do for some years to come.

When a merchant is commencing business, he will carefully consider whether it is better to invest £10,000 in a doubtful project or to invest £12,000 in one which may be calculated upon with safety ; in the first project he is liable to employ himself to no purpose and lose his Capital ; in the other he embarks feeling assured of at least preserving what he invested with a prospect of profit ; so it is with the two routes in question—will 20 per cent. more stock be taken to secure a paying route for the first 50 miles, or will less stock be taken and a shorter road be made with a certainty of loss on the business of the first 50 miles ? Without a doubt the extra stock will be taken to make the road on a route that will pay.

It may be said that what I am writing is all one sided, had I the time to write and the space in your valuable paper at my service, I might say much in favour of the other side and the business to be done on it; I feel I have already encroached too far, but I cannot drop the subject without begging you will allow me a little more space to name a few of the wants of the North and the advantages they are and would be to the projected Railroad. Starting from Lachine, striking through the Country, touching as nearly as possible the best settled spots and Villages, to St. Eustache, from thence again approaching some and passing the other Villages to St. Andrews—from thence passing through Chatham to the place of crossing the Ottawa, which could be done at many points between Carillon and Grenville without interfering with the navigation—and from thence in as direct a course as is consistent with the necessity of touching the towns and villages and settlements likely to furnish business worthy of note, and on to Prescott.

I travel frequently by land on both sides of the Ottawa, and from my knowledge of the country I can safely say the paying prospects of this route as far as Chatham, in preference to the same distance the other side, is without a doubt, and can be accounted for by the total want of water communication from the interior to the City—the fertility of the soil, the extent of the back Country settled and rapidly settling—the thriving condition of the population, the want of good land conveyance—the quantity of grain, Ashes, Pork, Butter, Cheese, Poultry &c. produced there, all of which can be increased, the carrying of which to the City personally with their productions would furnish the Road with a large business from every settlement and village.

From Chatham or Grenville to Prescott there does not appear to be a doubt of the road paying, therefore I have left that subject untouched; the Saw Mills alone, with the hundreds of puncheons of Caledonia and far-famed Plantagenet Mineral Waters would, with the Prescott and intervening trade, furnish a very large and profitable business.

I cannot drop my pen without referring to the principle carried out in all paying roads in the neighbouring States, which is to cut through rocky hills of great height, or cross streams of magnitude for the purpose of getting at a Town, Village or settlement that will furnish business—all their Railroads run as near villages as possible and make it pay rather than take the short cut at a loss. Therefore, I say, let all who can say or do anything in favour of it, labour to bring the Road to the North, where it must pay by approaching the Villages, rather than give it to the South and lose money. The South side will get a road when they are ready for it, but that is not at present; the other side is ready and waiting and will furnish solid assistance and support immediately.

I do not invite those interested to headstrong combinations, that are supported only by selfishness with the view of carrying out pet views: but I do invite them to serious, honest and above-board considerations which I know to be the only ones that will be to their own as well as to the public advantage.

I feel assured upon consideration, the people of Prescott and from thence 50 to 60 miles downwards have no idea of assisting, and when they look into it, will not assist in sending the road by the South, where they must support a road for the convenience of the country below them, which can contribute but little towards its business, while, on the other hand in facilitating the establishment of the Road by the North, each portion will be able to bear its own expense, thereby making the expense of freight and travel, on the whole, lighter and the profit more certain.

Hoping my friend "A Canadian," and other writers on the opposite side, will not consider that anything is said but in the best spirit and with the best of motives, and offering you my most sincere thanks for your indulgence,

I am, Dear Sir,

Yours very truly,

EARNEST.

Montreal, Jan. 21, 1851.

D.—LETTER from Mr. D. Sinclair, of Point Fortune, on the subject of the proposed Railroad from Montreal to Prescott.

TO THE INHABITANTS OF THE COUNTY OF TWO MOUNTAINS.

Permit one who feels an interest, in common with most of you, in the promotion of every enterprise calculated to benefit the Province, and more especially this large and populous County, abounding as it does in material wealth, in my opinion second to none in Lower Canada, except the County of Montreal, to address you on the much discussed subject of the Montreal and Prescott Railroad, whilst the settling of the route is an open question, with the view of bringing it under the notice and securing the co-operation of those who can do much towards securing the Railroad on the northern route.

In expressing my views on the subject, I shall endeavour briefly to shew—

1st. Some of the advantages of a Railroad to the section of country through which it passes.

2nd. The facilities you possess of taking stock in the Railroad, through your Municipal Council.

3rd. The probable amount of traffic contributed by this County, and the profits resulting from it.

4th. The extent of country and amount of population that would supply way business to the Railroad by constructing a branch from the most suitable point on the main line to Bytown, "the City of the Ottawa."

5th. The advantages of the northern route, both to the County and to the Stockholders, over the southern route.

1st. A Railroad would, no doubt, be attended with the same beneficial results in this County as in other parts: it would raise the value of land very considerably. It would bring every resident near the line of the road within a few minutes of Montreal; it would furnish the farmer with a cheap and speedy means of conveying his products to market. Let us suppose that there will be a depot at St. Eustache, Belle Rivière, Argenteuil, Chatham, and Grenville; and when the St. Lawrence shall have been bridged at Montreal, then there will be

an uninterrupted highway from your doors to the Atlantic Cities of the United States, which will furnish a market for every thing which you can offer for sale, from the barn yard fowl to the bulky hay stack. In conversing with a person residing near Prescott a few days ago, I learnt that there were some farmers of that place who had availed themselves of the Ogdensburg Railroad to send to the Eastern markets, hay, potatoes, and other articles, to the value of two hundred pounds currency. Without this means of transport those things would have been unsaleable. Similar results might be expected from the making of a Railroad through this section of the country.

2nd. The meeting held at St. Andrews, C. E., on the 26th ult., recommended that the Municipal Council take stock in the Railroad, should it pass through the county, to the amount of £30,000. Upon reflection many persons have thought this too small a sum for the County of Two Mountains to take, when its resources, and the importance of the object to be attained, are considered. The Municipal Councils are authorized by the Railroad Act to take stock, and by the amendment to the Municipal Act of last session, they are allowed to assess a rate of one halfpenny to the pound on all rateable property for general purposes. I find by the returns in the hands of the Secretary-Treasurer that the rateable property of the County amounts to £607,761, but this must be regarded as far below the actual value of the County,—for the Township of Chatham, with which I am intimately acquainted, has been as correctly valued, if not more so, than any other Parish of the County, which valuation is fifty per cent. below the most moderate selling price: hence, by adding one half of the foregoing sum, we shall have £913,641 as the value of the County, and as many halfpence would be, £1900, which would be, at 6 per cent, the annual interest of £35,500. The aforesaid amended Municipal Act authorizes the Municipal Councils to cause a new valuation to be made whenever it was deemed expedient, and appoint their valuers from another County, therefore we see that the Councils are invested with sufficient power to provide for the interest of the sum named, at the meeting alluded to.

But I think we should make as early an application as practicable to the Legislature during the forthcoming Session, to extend the powers of the Municipal Councils to the levying of one penny in the pound on all rateable property, when the rate payers should wish to take stock in the Railway passing through their Municipality. One penny in the pound, or at the rate of one pound for a farm worth two hundred and forty pounds, on all the property in the County of Two Mountains, will pay the interest of £17,000.

3rd. Many persons may be ready to say that we are not in possession of sufficient data to enable us to arrive at an approximate calculation of the amount of traffic from the County, or the returns to be expected from it. Although this will be admitted as partly correct, yet I think I shall succeed in shewing it to be not only a safe but a profitable investment for either individuals or the Municipality.

I have ascertained that upwards of 20,000 cords of wood have been prepared for the market in the Township of Chatham during one season. This wood cost about 7s. 6d. a cord in being taken to Montreal in boats or barges; but the above quantity might be doubled for many years, were a ready sale to be found, such as a Railway would be the means of creating. As it is, though, the wood can be carried from Grenville to Chatham at 5s. the cord. The hilly region in Chatham, the rear of Argenteuil and St. Columban, abound in excellent hard wood, to bring out which, and the transporting of it to the city, would, I am persuaded, form a large and profitable business both to the back settler and the Railway Company, and furnish the citizens of Montreal with firewood, cheaper than they get it now. I have consulted several persons, who think the quantities I have set opposite to the following places, lower than may be expected, viz :

Chatham.....	30,000	} at 5s. a cord, £10,000 0 0
Argenteuil.....	5,000	
St. Scholastique and		
St. Columban.....	5,000	

For the travel and carting from the County, let us take the tolls as a basis for our calculation :

	s	d
St. Eustache Bridge, horse and cart.....	0	5
Lachapelle's.....	0	5
Toll Gate.....	0	4
Tolls inward or outward.....	1	2
Or both ways.....	2	4
The amount of tolls collected		
at the St. Eustache Bridge		
during the summer season..	£550	0 0
Lachapelle's Bridge the same	500	0 0
The Toll Gate.....	440	0 0
<hr/>		
Tolls for summer travel.....	£1540	0 0
<hr/>		

As the Winter business is much the greater, we will be quite safe in doubling the above sum for the whole year..... £3080 0 0

If the Railway will take a man and the load that his horse will carry, at 4s. 8d., which is quadruple the inward toll, or double both tolls—save him at least one day, and more frequently two days—besides keeping his horse, and save the wear and tear of the animal—I think that it will be an incalculable benefit to the traveller, and to the man that does his own carting, and yield to the Railroad Company..... £12,320 0 0

County of Two Mountains..... £22,320 0 0

It is confidently stated by parties whose opinions are entitled to respect, that the business of the Hawkesbury Mills (yearly) will amount to..... £ 5,000 0 0

£27,320 0 0

Those who are opposed to our route, or who regard the enterprise with indifference, and others who do not inform themselves of what Railroads are doing for other places in the way of increasing business, and creating a desire for travel, will say that my calculations are based on the assumption that all the present business will be done by Railroads, whereas such a thing need not be expected. In reply, I shall ask if it is likely that any man residing in Chatham, Argenteuil, or St. Scholastique, would take his horse, if he can go by steam for 4s. 8d., which is just double his present tolls, exclusive of 5s, for the keeping of one horse, and two days at hard work? I have not the least doubt but the business to be done by the Railroad, if it should go into operation, in four items, in which nothing is done from this section at present, would equal all that is now expected from the County, viz., milk and hay for the Montreal market, and live stock and potatoes, for the Southern cities.

The number of neat cattle in the County is 32,000, at least ten per cent. of which, 3,200, could be spared annually, if we could find a market for them, such as a Railroad would give us.

4th. If the Montreal and Prescott Railway be carried through the County of Two Mountains, the United Counties of Prescott and Russell, part of Dundas, and a branch be made from some convenient points on the main line to Bytown, it must be apparent that there will be a greater extent of country, a larger population, and an infinitely greater number of interests thus combined by the route just marked out, than can possibly be gained by any other.

The population of the County of Two Mountains is about 31,000. It is stated that there are 125,000 inhabitants dependent upon the trade of Bytown, that is to say, import their goods, and export their products through it, besides 25,000 men employed in the lumbering establishments on the Ottawa and its tributaries, whose consumption of the necessaries of life is equal to that of Montreal.

The importance of the Ottawa country and its trade, may, perhaps, be more readily understood by noticing the single fact, that out of 9,310,256 dollars, which were the exports of the

Province for the year 1849, about 3,000,000 dollars of that sum were of the Ottawa timber, being nearly 28 per cent. on the Provincial exports. A great deal more might be said than I have time or inclination at present to state, on the importance of the Ottawa country and its trade, all which is, and must continue to be carried through Bytown : but it requires to be visited to be rightly understood.

Let a person suppose himself at a point on the bank of a mighty stream, which diverges, and towards which converges, the trade of fifteen tributaries, whose united lengths are 2075 miles, having 370 miles of that distance already settled, and rapidly progressing, and it will give him some idea of the commercial position of Bytown.

5th. I have now come to the last part of this subject, viz., the comparative advantages of the northern and southern routes.

The route that pays best is the best for shareholders, and from what has been already stated I think that it will be apparent to every candid person that the County of Two Mountains, with its thirteen parishes on the northern route, is much more than a match for the County of Vaudreuil, with its four seigniories and one small township on the southern route.

On the Upper Canada section of the Railway, if it goes the northern route, the whole of the County of Dundas, as I am informed, will support it,—half of the County of Stormont, and perhaps two Townships in Glengarry, to which add Bytown and the Ottawa trade ; but go the southern route and you will have only seventeen parishes, instead of twenty-nine parishes and the upper Ottawa on the other. Go the northern route and there is not the most distant prospect of there being another parallel railway. But go the southern route, and there is a probability of another Railway very soon ; indeed, some parties have already given notice of an intention of applying to the Legislature for a charter to construct a Railroad from somewhere near Montreal to Bytown. If such a project should be realized it must prove fatal to the prosperity of the southern route. Let not any intending shareholders calculate on the trade of the Western States, until we have a Railroad reaching the Detroit River or Lake Huron.

It is said, by the advocates of the southern route, that the distance by the northern route is 26 miles longer, with three "tremendous" bridges to be erected, and that the difference of cost will be about £200,000. We must confess these are great figures, and will require something considerable to balance them; but let us examine them a little, and I am sure that much of their magnitude will disappear.

The advocates of the northern route will not admit that there is more than 12 miles of difference in the distance, until it be measured,—and one bridge. I feel confident that this road can be made for £3,000 per mile, and the bridge for £25,000, if it will be made where it can be cheapest constructed. At this estimate it will be—

12 miles of Road, at £3000 per mile.....	£36,000
The Bridge.....	25,000

The difference between the northern and southern routes in cost.....	<u>£61,000</u>
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As a very considerable proportion of the cost of a Railway consists in the furnishing of stations and carriages, the same expenses in this respect will be required on the one route as on the other; hence I think that the above figure will be found amply to cover all the difference in cost of construction. If the annual business of the Hawkesbury mills be what they say, and I have no reason to doubt it, it will more than pay the interest of the above mentioned sum of £61,000, which will leave the £22,320 estimated for the County of Two Mountains to be placed against the County of Vaudreuil.

In concluding, let me urge you to come forward, through your Municipal Council, with £60,000, for the road, to meet the interest of which will only require a penny in the pound; but when the road shall have been completed, the value of the County will be raised to a million and a half, which will reduce the interest to something less than two thirds of a penny. There is not a farmer in the County who should hesi-

tate a moment with such an opportunity before him of adding 50 per cent. to the value of his land, and securing a Railroad that will reach the Atlantic Ocean on the one side, and the great Lakes on the other.

Your obedient servant,

DUNCAN SINCLAIR.

Point Fortune, Jan. 30, 1851.

E.—EXTRACT from Montreal Gazette of 12th May, 1851.

LETTER reviewing Mr. Gzowski's Report on the comparative merits of the Ottawa and St. Lawrence routes for the proposed Railroad.

To the Editor of the Montreal Gazette.

SIR,—It is some time since the publication of Mr. Gzowski's Report on the comparative merits of the Ottawa and St. Lawrence routes, at present competing for the advantages of the projected Railroad between your City and Kingston. But, although that Report is by many considered to be very far from presenting an impartial view of the subject which it discusses, and although the interests which are affected by it are acknowledged to be of the greatest importance, I have been surprised that almost no public notice has been taken of its inaccuracies. In your paper of the 24th ultimo, indeed, there appeared a communication from a correspondent, under the signature of "A Subscriber," who directed attention to the anomalous circumstance that, while distance was to be made an element in the comparison of the two routes, Lachine appeared to be selected as the common point of departure for both, when a much more direct course could have been secured for the route by the Ottawa, by taking a departure from the Current of St. Mary. He, therefore, called for the publication of the instructions under which Mr. Gzowski was directed to act. These instructions have never been forthcoming; and from this or

some other circumstance, much, as I believe, to the detriment of the community, who looked to his first article as furnishing the promise of an exposure of the very numerous errors with which Mr. Gzowski's Report abounds, your correspondent has since that time allowed the discussion to drop. I regret that some one more capable than myself of doing the subject justice should not have come forward to disabuse the public mind of the inference which it might erroneously draw from the general silence, that there was on the part of the friends of the northern route an acquiescence in the justice of the decision of the Montreal Committee, and in the trustworthiness of the Report of their Engineer. Such not being the case, however, I beg leave, without at all professing, at this late period, to enter into a minute examination of the Report, to offer a few remarks on some of the points in which it appears to me to be open to criticism.

There are a number of particulars of minor importance, in which the author of the document before us appears to me to have laid himself open to the charge of, I trust not intentional, unfairness ; as, for instance, in his statement of the capabilities of Carillon as a place of crossing, where he mentions that the channel of the river is 400 feet wide and 70 deep ; when, as I am informed, it was pointed out to him that at a short distance above the place where he took his soundings, the river, passing over a rocky bottom, is so shallow that during low water it can almost be forded. The information thus communicated he did not take pains to verify, nor has he mentioned it in his Report. But as he has thought proper on the whole to recommend Grenville as the most eligible place for crossing, and as I am anxious not to occupy your columns with the discussion of matters of lesser moment, I pass by all these, and proceed to his general statements in the comparison of the routes.

Having made his exploration of the lines through which they both lead, Mr. Gzowski informs us that he found them "very similar in the general formation of the country in each," that, "the surface is very level and easily drained,"—there is in both an entire absence of engineering difficulties ; the rivers

are easily bridged ; and the population, in general, dense ; but, unfortunately for the Ottawa, there is a considerable difference in the probable cost of construction of a Railroad, “ on account of the distance, the extent of the bridging, grubbing and clearing, and the facilities for obtaining material for masonry and ballasting.” This difference of expense in the construction of two lines of road, of which the common termini, by an air line drawn from Lachine to Kingston, are only 155 miles apart, and of which the shorter is to be constructed at a cost of £817,818, he surprises his readers by setting down at the startling figure of upwards of £146,000 ! Besides the expense, he has adduced in favor of the St. Lawrence route an argument derived from a comparison of the populations, which would be “ directly interested and benefitted” by the roads ; affirming that, exclusively of the populations of the City and Island of Montreal, and of the country beyond Sheaver’s Mills, which should be added at the extremes to either of the routes, there will be found a majority of 15,942 persons in favor of the St. Lawrence, the populations being respectively 58,516 and 42,674.

As it is admitted on all hands, and we have it on the authority of Mr. Gzowski himself, that, in regard to its general formation, the country along both rivers is nearly of a uniform character, it is evident that the difference of expense, if it exists to any considerable part of the extent that is alleged, must depend, as he asserts, on some extraordinary difference in regard to distance, extent of bridging, grubbing and clearing, or facilities for obtaining material, &c. The difference of distance is confessedly only $14\frac{1}{2}$ miles, and, as “ A Subscriber” has reminded us, it might be made less ; but if any important interests are to be served by the selection of the Ottawa, the difference of distance is so trifling that the reduction is scarcely worth the asking. Yet, taken in connexion with an extravagant over estimate of the average expense per mile in either route, a difference of $14\frac{1}{2}$ miles may make an important difference in cost, and Mr. Gzowski has shewn that it can do so to the amount of £74,118 15s. The grubbing and clearing in some new Townships, if it involves any additional

expense, cannot surely do so to any great amount, when it is considered that in general the increased cost incurred by opening up a new country must be more than counterbalanced by the increased expense of purchasing land for an equal distance in a part of the country which is old and thickly settled. Nor can the facilities for obtaining the materials necessary to the construction of the road be greatly wanting, at least for a very considerable part of its extent, when it is well known that stone for masonry, and lime in abundance, are to be found at all the crossings of the Ottawa, and when, as all who are acquainted with the country are aware, half the distance between St. Eustache and the western line of Hawkesbury, or the Caledonia Flats, is made up of a hard and gravelly bottom, and banks of sand and gravel exist in close proximity to the road in the remaining portion. The increased difficulties imposed by "grubbing, ballasting, and masonry," however, are to involve an expenditure which Mr. Gzowski has set down at £33,800. An important item of the one hundred and forty-six thousand pounds which appears so formidable, is to be incurred in bridging. To the subject of bridging I shall presently call your attention, but first must be permitted to say a few words on the subject of Railroad accommodation to the public, from which Mr. Gzowski has derived an argument of some plausibility.

"The Ottawa route passes," says the Chief Engineer of the St. Lawrence and Atlantic Railroad, "through the County of Two Mountains with a population of about 28,791, also the County of Prescott and Russell with a population of 13,883, "making an aggregate population of 42,674 souls."

The figures being taken apparently from Scobie and Balfour's Almanac, may be accepted for the Western section of the Province, but require some modification for the Eastern, in which the census has not been taken so recently. But is it not a little singular that in marshalling the hosts of those who would declare themselves "directly interested and benefited" by an Ottawa County Railroad, Mr. Gzowski should have entirely left out of his enumeration, the respectable *habitans* of the populous county of Terrebonne, with the not inconsiderable sprink-

ling of their old country neighbours, through a part of whose territory it would pass? We shall leave, however, though not claimed by the supporters of the other road, a part of the population of the county, as residing chiefly on the Isle Jesus, to counterbalance with their brethren on the Island of Montreal, an equal or less number residing on the southern route until it reaches St. Annes, and content ourselves with claiming only half the population, or those residing in the north-western portion. The County of Terrebonne, with its present increase, must contain 24,858 inhabitants. The half of this will give us 12,429. To these add the population of the County of Two Mountains, not as represented by Mr. Gzowski's figures, but as it should be, at least 32,290. Taking in a population of 3,500, in the lower end of the County of Ottawa, who would make use of the Railroad at Grenville, and admitting Mr. Gzowski's figure for the United Counties of Prescott and Russell, we shall now find that our numbers stand as follows :

Part of Terrebonne.....	12,429
County of Two Mountains.....	32,290
Part of Ottawa.....	3,500
United Counties of Prescott and Russell.....	13,883
<hr/>	
Total.....	62,102

As we have added to the population of the Counties of Terrebonne and Two Mountains, to make it correspond with the increase since last census, it is only fair that a similar addition should be made to that of Vaudreuil, by the application of the same rule as that by which we have ascertained the present population of the others. Thus corrected, instead of 18,271, it would stand at 19,673, which, with the 40,245 of the United Counties of Glengarry, Stormont and Dundas, would give the St. Lawrence route a population of 59,918, or 2,184 less than that of the Ottawa.

But it is to be observed that, in including the whole of the inhabitants of the United Counties of Glengarry, Stormont and Dundas, among the population interested in the southern route, the advocates of this route do injustice not only to the northern,

but to the inhabitants of the Eastern district themselves, many of whom, even in the county of Stormont, are known to be warmly in favour of the route by the Ottawa, and of whom it may be said, with reference to the Counties of Stormont and Dundas, that the half of the population, amounting to 12,137, would be about equally benefited by the Railroad, by whichever course it should run. This population, then, ought, in all fairness, like that of the Islands of Montreal and Jesus, either to be left entirely out of the computation, or, if retained among the supporters of the southern scheme, should be added also to the friends of the northern, when we should have a preponderance of population of upwards of 14,000.

The subject of Railroad accommodation admits of being viewed in still a different light. On the two lines there exists an aggregate population of upwards of one hundred and twenty-two thousand seeking accommodation by a Railroad. Of this number, if we add to the population of the Ottawa route the half of that of the two counties mentioned, in the Eastern District, there will, by the choice of the Ottawa, be 74,239 persons whom it will be possible to accommodate, while only 47,781 will be left unprovided for; and half of these reside within five miles of a water communication. On the other hand, if the St. Lawrence be chosen, a minority of 59,918 will enjoy the benefits of a Railroad, while 62,102 will be deprived of accommodation.

So much for population. I come now to consider the expenditure incurred by bridging, and my remarks on this subject will close the present communication.

"The extent of bridging on the Ottawa route I estimate," says Mr. Gzowski, "at 5,322 feet, including the crossing of the Ottawa River, the width of the respective channels being at the first crossing near St. Eustache, 2,322 feet, and at the second crossing near Grenville, 2000.

"The extent of bridging on the St. Lawrence route, including the crossing at St. Annes, which is 1,831 feet, is 2,859 feet, shewing a saving in favour of the St. Lawrence route of 2,463 lineal feet of bridging."

As 2,322 and 2000 do not make up the 5,322 total feet of bridging referred to in the first passage of the above extract,

an inquiry suggests itself at the outset as to its meaning. There are two branches of the Ottawa to be crossed before reaching St. Eustache; one at leaving the Island of Montreal, and the other from the Isle Jesus to St. Eustache. Assuming that Mr. Gzowski intended to include them both under the common designation of "the first crossing," as the phrase is placed in opposition to "the second crossing near Grenville," it might be imagined that for 2,322, we should read 3,322 as the width of the channels in the two branches, a statement which would certainly be very wide of the mark; but, inasmuch as some allowance must be made for bridging not connected with the main channels, and as the same figures occur in both editions of the report, as at first published in the newspapers, and as it appears at present thrown broad-cast, in pamphlet form, upon the public, we can scarcely suppose that there is a typographical error, but must believe that the 1000 feet not accounted for are intended to stand for the bridging of the minor streams, canals, &c. Under this interpretation, I have to regret that I have not the same means of judging of the accuracy of the statement that the crossing of the two branches near St. Eustache, amounts to 2,322 feet, as parties might have who reside nearer to the spot. It is to be observed, that while the bridging required on the St. Lawrence route is spoken of apparently with greater certainty, as if from actual measurement, that of the Ottawa appears to be rather conjectural. "The extent of bridging, I estimate," &c. The degree of credit to be attached to the estimates throughout, may be judged of by their accuracy in a part. Mr. Gzowski has estimated the width of the channel at the "second crossing near Grenville," and has stated it at two thousand feet. I am in a position to know the exact point from which he examined the river near Grenville, and am enabled to state on the authority of a Provincial Surveyor, who ascertained its breadth by trigonometrical measurement, that from the brushwood on the North bank to the lower end of the great pier on the Hawkesbury side of the river, where the landing is excellent, the distance is only 1287 feet instead of 2,000, a difference of more than a third less! and at low water mark it is only 1119 feet. It is

a pity that the test of actual measurement could not in like manner be applied to the assumed width of the crossings at the lower part of the river. As it is, we shall be obliged to deal with them in some other way, and perhaps the fairest is by a proportion; the question resolving itself into an arithmetical calculation which any schoolboy may dispose of by the Rule of Three. It will stand thus:

2,000 : 1,287 : 2,322 : 1,494.

Or, as 2,000 feet, which is Mr. Gzowski's estimate at Grenville, are to 1287 feet, the distance found by accurate measurement, so are 2322 feet, the estimated distance of Mr. Gzowski in the lower crossings, to 1494, which would probably be the more correct statement.

Corrected in a similar manner by a proportion, we should find that the whole amount of bridging on the Ottawa route would be brought down from 5322 feet to 3425; thus reducing the difference of bridging in favour of the St. Lawrence to 566 feet instead of 2463!

There are other points which I should like to discuss, but am prevented from doing so by the length to which this article has already extended. I shall, therefore, Mr. Editor, solicit your indulgence while I endeavour to consider them in a future number. In the meanwhile,

I remain, Sir,

Your obedient servant,

OTTAWA.

Argenteuil, April 23, 1851.

PORTLAND PLACE,
MONTREAL, 3rd May, 1851.

SIR,—I enclose the report of Mr. Fleming, Civil Engineer, on the northern route of Railway from Montreal to Kingston viâ Bytown and Perth, and also a letter from Sheriff Treadwell, who accompanied him on the cursory survey, and I have to request that you will be pleased to give them an insertion in the next number of the Gazette.

I am, Sir, yours, &c.,

CHAS. A. LOW.

To J. M. Ferres, Esq, Editor and Proprietor of the Montreal Gazette.

REPORT upon a proposed Trunk Line of Railway, from the City of Montreal to the City of Kingston by Bytown and Perth, by P. Fleming, Civil Engineer.

In view of a Railway being constructed from Montreal to Kingston, I have examined the intervening country for the route, and I am of the opinion, that the line after leaving Montreal, should pass through, or near the village of St. Thérèse, which may be easily reached, by bridging the branches of the Ottawa at that place, and without any extraordinary expense beyond what is common to such works. The line should thence pass to the village of St Andrew, in nearly one straight line, over an almost perfectly level country, and passing the village of St. Eustache, at a small distance on the north side. From St. Andrew, it may proceed either through the village of Carillon, at which it would meet the steam navigation of the Lake of Two Mountains, or by the rear of that village, and thence across the Ottawa River, by Struther's (now Watson's) Island. Here the river on both sides of the island, presents no difficulty to bridging—and the bridges at this place would be less liable to be injured by ice than they would be above or below. From this point, on the Upper Canada side, on the right bank of the river, the Railway would be almost on one level, by Hawkesbury Mills, L'Orignal, to the Caledonia Springs. At L'Orignal, the Railway would meet the steam navigation of the Ottawa from Bytown. From the Springs, it would be continued by Jessup's Falls of the South Petite Nation River, and thence in a very level and direct line to Bytown.

Throughout the whole of the above route, the Railway would pass over a generally smooth and uniform surface, and be without any special impediment whatever to its construction, which might be made at a minimum expense, compared to any other line of the same length—for throughout, there is abundance of the materials requisite for Railway formation, namely, stone, gravel, sand, and timber.

From Bytown to Perth, the route would vary very little from a straight line, and be almost on a continued level—along

which, small excavations or embankings would only be required in its formation, and some culverts or small bridges.

From some miles above Perth to Kingston, the country alters considerably, by becoming much broken in several parts of the distances by Graywauke rocky hills and ridges, with intervening hollows and levels; but in consequence of the melting of the snows and ice, while I was on this journey, I found it impracticable to follow any particular line through this section. As far, however, as I could judge from the inspection I made, and from the information given to me by those professedly well acquainted with this neighbourhood, I think that the line might pass near to West Port, on the Rideau Lake, or otherwise by the Narrows, and thence to Kingston. But to decide upon the best route, and the least expensive, a special and skilful survey will be required.

Upon the whole, I am of the opinion that, as regards the expense of construction, with the exception of the difference that there might be in bridging the Ottawa, at the Isle Jesus and Watson's Island; and of the same at Vaudreuil, (the expense of the former of which would not exceed double that of the latter), a Railway by the route I have indicated, would cost less by ten per cent. per mile than by any southern route; and its grades, from the levelness of the country, be much less.

As regards the distance between the extreme points, from the absence, on the northern line, of many local windings and curves, which there must be if a more southern one be taken, as this latter must pass over a more undulating country; so that while apparently more direct, it would not be much shorter.

The distances by the above route will stand nearly as follows:—

Montreal to St. Thérèse.....	15 miles.
St. Thérèse to St. Andrews.....	30 “
St. Andrews to Longueuil.....	17½ “
Longueuil to Bytown.....	46 “
Bytown to Perth.....	44 “
Perth to Kingston.....	47½ “

200 miles.

OF THE PRESENT AND FUTURE PROSPECTS OF THE ABOVE PROPOSED NORTHERN ROUTE.

It is now twenty years since the writer of this, in three letters to the Editor of the Montreal Herald, proposed the construction of a Railway from the city of Montreal to Goderich, on Lake Huron. The first of these letters was in December 1830. The view the writer then took of this Railroad was, to form a great Trunk Line of communication between the port of Montreal and the Great Western Lakes, with branches to the different navigable reaches on the St. Lawrence, and to the cities and towns on the borders of the Lakes; and, also to Bytown, and such other settlements as might require them on the north of the Trunk Line; but particularly to Lake Simcoe and the Georgian Bay, and the settlements on Lake Huron. Such a Main Trunk Railway, the writer apprehended at that time, should leave the island of Montreal by St. Ann to Vaudreuil, and thence be carried through the country at nearly equal distances between the St. Lawrence and Bytown, thus dividing the country between the St. Lawrence and the rear settlements, and thereby forming a common line of communication to the whole of Upper Canada in its then state. Another view was, jointly with the Rideau canal, to have superseded the necessity of the construction of the St. Lawrence canals, which it was proposed to make at that time. The St. Lawrence was then, as it now is, the great channel of the descending navigation in summer from the Great Lakes, and by a suitable enlargement of some parts of the Rideau canal would have given an ascending navigation from Montreal to Kingston; for which the St. Lawrence canals are at present only useful. At the same time such a proposed Railway would have afforded a direct traffic in all seasons between Montreal and every point required in the interior, and the shores of the Great Lakes.

The above is stated merely to show the views the writer then had of procuring a great improvement of inland communication for the whole of Upper Canada with Montreal. This line would have given a stimulus to farther settlement of the country, which would consequently have taken place, by thus

affording an immediate outlet to its products, and ready intercourse in all seasons with Montreal. But time changes circumstances. At that time Bytown had only commenced to be a settlement, and a town; and so of Perth, and other rear settlements, which are now the centres, and considerable markets, of their respective and productive districts. Along the banks of the Ottawa for many miles above Bytown, productive settlements have been since formed, where formerly the lumber trade had to be furnished with supplies from below; but which now supply this trade and have a surplus of produce to carry down to that market from which they were formerly supplied, and they now possess a local steam navigation on the Ottawa.

Seeing the rapid progress and settlement of this new country, and contemplating what the effect of such a general line of communication as that now proposed would produce, if carried to the extreme points of Upper Canada, or only first to the City of Kingston, the question naturally arises, through what part of the intermediate country should it traverse? The answer may be properly resolved into two considerations—one is, what route would be most beneficial towards the future and farther settlement of the country, and afford the widest field for extending farther communication—another is, which would afford more early remuneration to the Stockholders furnishing the means for its construction.

The desirable object that is naturally suggested by the first of these considerations, will be obtained by adopting the route that will open up the widest tract of country to the port of Montreal, the head of ocean navigation. This would be accomplished by taking the Bytown and Perth route, thus making Bytown a central point for the products and travelling of the upper Ottawa, extending to hundreds of miles above that city, now partially settled; and which settlements would in consequence rapidly augment in population and production, and soon require a Railway through them, which would make an important tributary line.

Again, the Railway from Bytown to Perth would open up the productive settlements of Richmond, Drummond, Lanark,

&c., without any diversion of traffic between Perth and Montreal, whereas by any other route, such as from Montreal to Kingston by Prescott, &c., the portion of the line above Prescott, and part of it below this point, would only be an extension of the Ogdensburgh Railroad, and consequently be a feeder to it—besides it would open up no new country, nor much augment or promote new settlement.

As a travelling route between Kingston and Montreal, the Northern line would be the more interesting, by passing through the prosperous town of Perth, and the romantically situated town of Bytown, and along the picturesque banks of the Ottawa, through the Caledonia Springs, L'Orignal, Hawkesbury Mills, Carillon, St. Andrew, St. Eustache, and St. Thérèse, &c.

Further, if we compare the Northern Line by Bytown, with the more southern line by Prescott, in parts, at equal distances from Montreal, say first to Vaudreuil on the southern, to St. Eustache on the northern, the latter would not at all events yield less revenue than the former. Next, compare the traffic below Alexandria, on the southern line, to a point of the same distance on the line from Montreal to Bytown, below Bytown; we certainly would allow the greater to the latter.—Or if we take a point on the southern route, equally distant from Kingston, say as far as Perth, we must evidently estimate, that the greater revenue would be to the northern line on this distance. The comparison in point of revenue must be admitted to be correct; for it must be conceded that a considerable diversion of the southern line trade, both below and above Prescott, from this side of the St. Lawrence, would be made through the latter town to the Ogdensburgh Railway. In proof of this, below Prescott, it may be stated at the present time, that most of the surplus produce of Glengarry, Lancaster, &c., is carried up the Salmon River to Fort Covington, in New York State, and exclusive of the duty (the purchaser paying this,) this market is found better than Montreal would be—while that part of the line above Prescott could only be considered as the Ogdensburgh Railroad continued to Kingston. But, thence afterwards, if extended from Kingston to Georgian Bay, it would complete a trunk line from the cities of New York and Boston to the nearest point of Lake Huron, and

thereby totally leave out, or cut off, the port of Montreal, and the St. Lawrence and Atlantic Railway, from the descending trade of the West.

We may further consider that the productions of industry, on both sides of the Ottawa "throughout," to its farthest extremity, would be collected by the Northern line; while with that below Perth, the traffic would remain unbroken to Montreal;—and besides, should it be contemplated, as here proposed, hereafter to unite the Georgian Bay by a branch from Perth, this would be a more immediate and shorter line to Montreal than any other more southern route, and which would draw to it the trade of Lakes Huron, Michigan, and Superior; thus forming ultimately two great branches of inland communication, the one extending to the extremity of settlement on the Ottawa, and the other to Georgian Bay.

Again, if from the Georgian Bay the line is carried to Windsor, then it would traverse a great extent of fertile country; at the same time touching the southern points of Lake Huron, Goderich, and Lake St. Clair.

It will now appear evident, that by the northern route as above indicated, extensive new fields for settlement and enterprise would be opened within the Canadas. It would terminate on one side of the greatest inland navigable waters in the world, and on the other at Montreal, the port of the Atlantic. It would be the shortest line which can be obtained for inland carriage, connecting the shortest lake navigation from the States of Illinois, Wisconsin, and of the far West, with the ocean.

The length of the above trunk line will be nearly as follows:—

Montreal to Perth,.....	153 miles.
Perth to Georgian Bay,.....	147 "
<hr/>	
Montreal to Georgian Bay,.....	300 "
Georgian Bay to Windsor,.....	245 "
<hr/>	
Montreal to Windsor,.....	545 "

PETER FLEMING, Civil Engineer.

To C. P. TREADWELL, Esquire,
L'Orignal, C. W.

April, 1851.

Letter from Mr. Treadwell, communicating the above Report to C. A. Low, Esq.

HALL'S OTTAWA HOTEL,
Montreal, May 2, 1851.

MY DEAR SIR,—I have the pleasure of enclosing for your perusal the report of Mr. Fleming, Civil Engineer, of the Northern Trunk line of Railway from Montreal to Kingston, *viâ* Bytown and Perth, which that gentleman has just completed, together with his map of a part of North America, on which he has laid down his route, and defined also its probable extension. Mr. Fleming was induced to establish himself in this country by His Excellency Sir James Kemp, who was competent to judge of the qualifications necessary to constitute an Engineer. Mr. Fleming has handed me one of Sir James' letters, which I enclose for your perusal. Having secured Mr. Fleming's service, we left Montreal *en route* for Kingston, on Monday, the 24th March. As the lateness of the season required immediate action, and the delay of appointing a Committee at the time must have prevented our being able to bring out a report for the public for some months, it was therefore deemed advisable to proceed without loss of time. On our route we were received in the most satisfactory manner, but the attention of our friends must be acknowledged in a subsequent communication; still I beg to notice briefly our reception at Perth. We were received by all parties in a manner peculiarly gratifying to us. On reaching Kingston, the Mayor, Francis M. Hill, Esq., was pleased to call a meeting of the Railroad Committee of the Corporation, before whom Mr. Fleming stated in a brief and clear manner the result of his examination of the Northern route from Montreal to Kingston, *viâ* the Ottawa, Bytown, and Perth, and his perfect confidence in the practicability of its construction; stating, at the same time that, owing to the lateness of the season, the route between Perth and Kingston had not been fully explored, so as to enable him to determine its precise location, but that he felt confident of making out a route. In my remarks before the Committee, I endeavoured to point out the advantages of the Northern over the Southern route.

Firstly :—In a pecuniary point of view, as this route would command a much larger amount of way business than the other, by passing through a better settled country in many sections, and by accommodating the Ottawa, which at this moment comprises a very important and interesting section of Canada, and by having the constant support of this immense section of country, the Railway will be enabled to do the through business much cheaper than a line dependant on through business alone.

Secondly :—It would afford to the merchant, the agriculturist, the lumber-man and the mechanic, facilities to enable them to pursue their different branches of business with an increased success.

Thirdly :—It would protect a splendid canal from destruction.

Fourthly :—It would secure to the Empire a safe and speedy communication from a fortified to a garrisoned town in case of war. The State of New York, to which belong all the great lines of canals, the successful operations of which has placed her in the enviable position of being called the Empire State, and entitled her justly to command it,—has carefully protected her canals from being destroyed by imposing canal dues on all freights carried by Railways constructed along their banks during the season of open water navigation. The State of Pennsylvania, by adopting a different course with some of the canals, has destroyed them. I hope that no untoward act of our Legislature will destroy our magnificent public works, and leave us to pay a debt of nearly four millions and a half, incurred in their construction, when the works shall have been annihilated or rendered useless, and probably compel the Province to resort to direct taxation to pay a very considerable part of this large amount. It must be obvious to any candid mind that the Rideau Canal has been destroyed in this manner. From Kingston I proceeded to Toronto, to lay before the different members of the Executive Government the result of the examination of the Northern Line, and to consult with gentlemen of experience and influence as to the proper measures to be pursued, to secure the success of the enterprize.

I think it must be highly gratifying to the inhabitants of the Ottawa, to find such a general expression of opinion in favour of the Northern route from Quebec to Kingston, and for the very respectable support which their route has received, even in the City of Montreal where the rival route has originated, and to convince their friends that it only requires active and persevering exertions to ensure success.

May it not be a matter of grave consideration for the inhabitants of the towns that are situated on the St. Lawrence, carefully to consider what will be the effect of laying a Railway a distance of from ten to fifteen miles in their rear. May it not wither their energies and destroy the beauty and business of these towns. My firm conviction is, that such would be the case. Let those who are interested in this matter look well to it, and carefully examine what has been the result in other new countries. By adopting the opposite course, and constructing a Railway by the Northern route, the whole country lying between these two grand communications, comprising a belt of from thirty to fifty miles, will at once be settled; that is, every lot that is susceptible of cultivation—and a third front on the Northern side of the Railway at once opened to the country. I have heard fears expressed, that if the direct route, as it is claimed to be, is not immediately adopted, but the Northern line be first laid down, the other line would soon be made, which would take all the business from Kingston to Montreal. I have considered this matter well, and I am wholly at a loss to ascertain from what premises such conclusions can be drawn. It certainly cannot be from a superabundance of capital in this country, that seeks investment in Railway undertaking. It cannot be from the high price that the Stock Exchange shews that Railway shares command. It cannot be from the great profit that has already arisen to capitalists, who, from patriotic motives, have already invested large sums of money for the improvement of the Province. At the same time I would congratulate them on the improvement of their stock within the last twelve months; and I hope that another year will still shew a more favourable state of things.

I fear, that the conclusion is drawn, from comparing Canada in its present infant state with Great Britain, containing within herself the arts and sciences, carried to the highest state of perfection, and an accumulation of wealth that is seeking an investment in every clime.

In our present state it is contrast and not comparison that should be drawn between us and Britain. At the same time I claim for Canada as great a state of advancement as can be shewn in any other country of the same age. If I am wrong in this opinion, I hope that the day is not far distant when we can make this claim without contradiction. My great anxiety is, that our present splendid public works may be protected, that our future improvements may be located with judgment, and carried forward to completion with energy, and produce a profitable return to the capitalist when completed. Should the northern line be adopted no canal dues will be required, and an immense country will be brought into immediate contact with Montreal.

I am, my dear Sir,

Your most obedient servant,

CHARLES P. TREADWELL.

CHAS. A. Low, Esq., Portland Place,
Montreal.

STATISTICS connected with the tract of country through which the proposed northern line would pass:—

To the Editor of the Montreal Gazette.

SIR,—I beg to inclose the following statistical information, relative to the northern route of the Railway to Kingston.

I am, Sir,

Your obedient servant,

C. P. TREADWELL.

May 8, 1851.

KINGSTON AND MONTREAL RAILROAD.

The following statistics of Population were taken some years since, and have since considerably increased :—

	Year.	No. of In.
City of Montreal,	1848.....	55,146
County of Montreal,	1848.....	13,893
County of Terrebonne,.....	1850.....	25,064
County of Two Mountains,	1848.....	27,849
County of Ottawa,	1848.....	17,870
Counties of Prescott and Russell, ...	1850.....	11,333
County of Carleton,.....	1848.....	18,500
Bytown,	1848.....	7,000
Counties of Lanark and Renfrew,...	1848.....	29,448
County of Frontenac,.....	1838.....	17,311
City of Kingston,	1848.....	8,369

233,782

Although an attempt has been made to get statistical returns from every municipality, from the shortness of the time I have had to do so, I have not yet received the information required. I feel, nevertheless, much indebted to J. J. Girouard, Esquire, and Dr. Dumouchel, of the County of Two Mountains, for the interest they have manifested in this route generally; and particularly for the statistics and information which they have furnished me. Mr. McDonald, Clerk of the Peace for the United Counties of Prescott and Russell, and a correspondent from Bytown have been pleased to furnish me with some general statements with reference to the trade and business in those places; and the Bathurst Courier has been pleased to furnish an amount of information respecting the improved state of that section of the Province, that must surprise every one not intimately acquainted with the wealth and prosperity that abound along this projected line of Railway. I must also tender my thanks to Alexander Gorrie, Esq.; of St. Thérèse, for his exertions and assistance in this undertaking.

CITY OF MONTREAL.

Population in 1848.....55,146

Assessments on rental in 1851, (about one-half of
the general revenue,)£1457 9 9

COUNTY OF MONTREAL.

Population in 1848,15,893

COUNTY OF TERREBONNE.

Population in 1850,25,064

COUNTY OF TWO MOUNTAINS.

	<i>Population.</i>	<i>Evaluation.</i>
Gore and Wentworth,.....	1,291	£3,928 10 0
St. Andrews,	2,672	113,268 5 0
Chatham,	2,989	59,391 10 0
Grenville and Augmentation,..	2,075	16,374 0 0
St. Jerusalem, of Argent,	1,645	45,815 0 0
St. Hermas,	1,676	41,616 10 0
St. Eustache,	3,025	76,262 0 0
St. Scholastique,	4,109	89,923 0 0
St. Augustin,	2,600	56,674 0 0
St. Raphael, of Isle Bizard,....	1,200	10,006 13 0
St. Colombar,	1,000	8,980 3 0
St. Benoit,	3,568	86,522 0 0
Total,.....	<u>27,849</u>	<u>£608,761 11 0</u>

25 Churches and Chapels,

16 Grist Mills,

7 Barley Mills,

7 Oatmeal Mills,

25 Saw Mills,

6 Fulling Mills,

8 Carding Mills,

52 Thrashing Mills,

9 Tanneries,

79 Pot and Pearl Ashes Manufactories,

2 Breweries and two Distilleries,

50 Store-keepers or Merchants.

OTTAWA COUNTY.

(As benefited by this Line.)

Population in 1848,.....17,870

UNITED COUNTIES OF PRESCOTT AND RUSSELL.

TOWNSHIPS.	Valuation of Property on Assessment Rolls, Year 1850.	Population.	Saw Mills.	Grist Mills.	Stores.
	£ s. d.				
1. East Hawkesbury.....	26,762 0 0	2517	8	1	2
2. West Hawkesbury.....	32,448 7 0	2643	5	2	8
3. Caledonia	9,428 7 8	956	3	1	3
4. Longueuil	29,836 0 0	1345	1	1	2
5. Alfred	9,860 0 0	411	1	...	...
6. North Plantagenet.....	17,488 0 0	1111	1	1	2
7. South Plantagenet.....	10,118 0 0	503	...	...	...
8. Clarence.....	3,619 8 0	381	...	...	...
9. Cumberland	9,967 17 0	915	1	...	...
10. Cambridge.....	1,555 12 0	162	1	...	...
11. Russell.....	4,813 12 8	389	3	2	3
	£155,897 3 8	11,333	24	8	20

TOWN OF BYTOWN.

Population about 7,000.

Valuation of Property, about £700,000.

Sawed Lumber manufactured per annum, about 20,000,000 feet.

Government tax on Lumber per annum, about £25,000.

(These latter facts are taken from a January number of the Packet.)

Statistics of the United Counties of Lanark and Renfrew.

By the census taken last year it appears that with the exception of four Townships not included in the return, the population of these Counties was..... 29,996

The four Townships, viz:—Pembroke, Horton, Ross

and Levant may be safely set down at..... 3,000

Making in all a population..... 32,996

By the Returns in the Clerk of the Peace's Office, it appears

that during the year 1850 there was land under cultivation, 113,715 acres, and the following produce was raised on it and forwarded to market :—

Wheat, bushels.....	215,528
Oats, do	204,680
Potatoes do	463,075
Maple Sugar lbs.....	221,876
Butter, do.....	305,343
Pot Ashes, cwt.....	7,048

The population of the Townships through which the proposed Railroad may possibly pass, is—

Beckwith.....	2,435
Drummond.....	3,797
N. Elmsley.....	1,713
Bathurst.....	2,560
Burgess	950

The quantity of produce sent to market from each during 1850, was—

Beckwith....	Wheat, bushels.....	11,237
	Oats, do	16,812
	Potatoes, do	47,037
	Butter, lbs	28,280
	M. Sugar do	9,856
	Pot Ashes, cwt.....	1,546
	Wheat, bushels.....	20,655
Drummond..	Flour, bbls.....	5,000
	Oats, bushels.....	20,475
	Potatoes, do	38,501
	Butter, lbs	34,678
	M. Sugar, do	11,447
N. Elmsley..	Wheat, bushels.....	6,414
	Oats, do	6,596
	Potatoes, do	16,993
	Butter, lbs	17,282
	M. Sugar, do	6,145
	Pot Ashes, cwt.....	1,180

Bathurst.....	Wheat, bushels.....	20,751
	Oats, do	18,236
	Potatoes, do	29,667
	M. Sugar, lbs.....	11,920
	Butter, do	37,661
	Pot Ashes, cwt.....	118
Burgess.....	Wheat, bushels.....	4,835
	Oats, do	6,164
	Potatoes, do	12,602
	M. Sugar, lbs.....	9,083
	Butter, do	7,330
	Pot Ashes, cwt.....	81

The valuation of real property within the Town of Perth, according to the new Assessment Law, is placed at £120,000. We understand that two of our merchants shipped, each about 600 bbls. Potashes during the past season. A large quantity of Potashes is made by squatters that is not included in the aggregate return given above. These facts and figures will aid in their calculations, those who have not yet entered with heart and soul into the Northern Railroad project, but are still counting the costs. It should be borne in mind that if a Railroad pass through the Townships enumerated, the figures would be largely increased—possibly three times what they appear, owing to the stimulus that would be given to enterprise and industry.

The Lumber Trade and its operations are not taken into the account at all, which is no small branch of our trade.

All the statistics that it is convenient to secure should be got and published, so that the claims of the Northern route may appear in their true light before the public, and not meet with a blind condemnation. Let it be judged of according to its merits.

The Railroad Committee met on Friday afternoon last and was duly organized by the appointment of the Hon. R. Matheson, Chairman, and Jas. Thompson, Secretary. Dr. J. S. Nicol, and W. O. Buell and J. Deacon, Esquires, were added to the

Committee. Some preliminary steps, preparatory to an exploration of the route between this and Kingston, by Lo-borough, were taken when the Committee adjourned.—*Bathurst Courier*.

REMARKS UPON THE EXTENT AND RESOURCES OF THE OTTAWA COUNTRY.

(*From the Bytown Packet.*)

The great basin or region drained by the Ottawa and its tributaries lies in the heart of the United Province of Canada, and occupies nearly one quarter of its whole extent, having an area of 80,000 superficial miles, exclusive of the Island of Montreal, which is situated between the mouths of the Ottawa. It is called the Ottawa Country from the head of that island upwards.

Although the Country is the chief seat of the Lumber Trade, and contributes very largely to the supply of the principal staple of Canadian exports, and notwithstanding its commercial importance, it is but little known in Canada, and is almost wholly unnoticed even in the recent Geographical and Statistical works published in Great Britain.

That it should be so is not very surprising, when we consider that the current of immigration does not pass this way, and that of this vast region one-eighth part only has been surveyed and organized into Townships and Seigniories, which are yet very thinly settled, and that another eighth added to that would include all the extent over which lumbering operations are carried on, leaving three-fourths wholly unoccupied, except by a few hundred families of the aboriginal inhabitants; and of this there is an extent equal to all England, which is quite unknown, except to the solitary agents of the Hudson's Bay Company.

The chief object of interest in the country we have to describe is the great river from which it derives its name and its importance.

The circuit of the water shed of the Ottawa is a little over a thousand miles, and its utmost length of course, probably seven

hundred and eighty, about fifty miles shorter than the Rhine. From its source, which is supposed to be a little above lat. 49° N., and nearly 76° W. long., it winds in a generally south-west course through a country almost unknown; and after receiving several tributaries from the height of land which separates its waters from those of the Hudson Bay, and passing through several lakes—one of which is said to be eighty miles in length, at upwards of three hundred miles from its source, and four hundred and thirty from its mouth at Bout de l'Isle, below Montreal—it enters the long narrow lake Temiscameng, which, turning at a right angle, extends sixty-seven miles S. by E.

From its entrance into Lake Temiscameng downwards, the course of the Ottawa has been surveyed and is well known. At the head of the Lake the Blanche falls in, coming about ninety miles from the north. Thirty-four miles farther down the lake, it receives the Montreal River, coming one hundred and twenty miles from the north-west; the latter is the canoe route from the Ottawa to Hudson's Bay. Six miles lower, on the east side, it receives the Keepawa, a river of great size, passing through an unknown country, and coming from a lake said to be fifty miles long. The Keepawa exceeds in volume the largest Rivers in Great Britain, and in its descent to Lake Temiscameng, presents a magnificent cascade, a hundred and twenty feet in height. Though the middle course of this river is unknown, its commencement, if such it can be called, has been surveyed, and it is extraordinary in its nature. Ninety miles above its mouth, it was found flowing slowly, but very deep, and nearly three hundred feet wide, and issuing from the west side of Lake Keepawa. Out of the southern extremity of that large lake, the River Dumoine, which enters the Ottawa a hundred miles below the Keepawa, was also found flowing swiftly, and very deep, and a hundred and fifty feet in width; thus presenting a phenomenon similar to the connection of the Rio Negro and the Orinoco.

From the Long Sault, at the foot of Lake Temiscameng, 233 miles above Bytown (which is 130 from the mouth of the

Ottawa, below Montreal), down from Jeux Joachim Rapids at the Head of Deep River—that is, for eighty-nine miles—the Ottawa, with the exception of seventeen miles below the Long Sault, and some other intervals, is rapid and unnavigable, except for canoes. Besides other tributaries, in the interval, at 197 miles from Bytown, it receives on the west side the Matawa, which is the highway for canoes going to Lake Huron by Lake Nipissing. From the Matawa the Ottawa flows east by south to the head of Deep River reach, nine miles above where it receives the River Dumoine from the north.

From the head of Deep River, as this part of the Ottawa is called, to the foot of Upper Allumette Lake—two miles below the village of Pembroke—is an uninterrupted reach of navigable water, forty three miles in length. The general direction of the River in this distance is South-east. The mountains along the North side of Deep River, upwards of a thousand feet in height, and the many wooded islands of Allumette's Lake, render the scenery of this part of the Ottawa magnificent and exceedingly picturesque—far surpassing the celebrated Lake of the Thousand Islands on the St. Lawrence.

Passing the short Rapid of Allumette, and turning Northward round the lower end of Allumette Island, which is fourteen miles long, and eight at greatest width, and turning down south-east through Cologne Lake, and passing behind the nearly similar Islands of Calumet, to the head of the Calumet Falls, presents, with the exception of one slight rapid, a reach of fifty miles of navigable water. The mountains on the north side of Cologne Lake, which rise apparently to the elevation of fifteen hundred feet, add a degree of grandeur to the scenery, which is otherwise beautiful and varied.

In the Upper Allumette Lake, at 115 miles from Bytown, the Ottawa receives from the west the Petewawa, one of its largest tributaries, about 140 miles in length, draining an area of 2200 square miles; and at Pembroke, nine miles lower on the same side, the Indian River, an inferior stream.

At the head of Lake Cologne, 79 miles from Bytown, it receives from the north the Black River, 130 miles in length,

draining an area of 1120 square miles; and at nine miles lower, on the same side, the River Cologne, which is probably 160 miles in length, with a valley of 1800 square miles.

From the head of the Calumet Falls to Portage du Fort, the head of the steamboat navigation, eight miles, there are impassable rapids. At fifty miles above Bytown, the Ottawa receives on the west the Boucherre, 110 miles in length, draining an area of 980 miles. At 11 miles lower, it receives the Madawaska, one of its great feeders, 210 miles in length, and draining 4100 square miles. At 26 miles from Bytown it receives the Mississippi, 101 miles long, draining a valley of 1120 square miles.

At 37 miles above Bytown there is an interruption in the navigation of three miles of rapids and falls, to pass which a railroad has been made. At the foot of the rapids, the Ottawa divides among islands into numerous channels, presenting a most imposing array of separate falls.

At six miles above Bytown begin the rapids terminating in the Chaudiere Falls, which, though inferior in impressive magnitude to the Falls of Niagara, are perhaps more permanently interesting, as presenting greater variety.

The greatest height of the Chaudière Falls is about forty feet. Arrayed in every imaginable variety of form—in vast dark masses, in graceful cascades, or in tumbling spray, they have been well described as a hundred rivers struggling for a passage. Not the least interesting feature they present is the Lost Chaudière, where a body of water, greater in volume than the Thames at London, is quietly sucked down, and disappears under ground.

At Bytown the Ottawa receives the Rideau from the west, with a course of 116 miles, and draining an area of 1350 square miles.

A mile lower it receives from the north its greatest tributary, the Gatineau, which, with a course probably 420 miles, drains an area of 12,000 square miles. For about 200 miles the upper course of the River is in the unknown northern country.

At the farthest point surveyed, 217 miles from its mouth, it is still a noble stream, a thousand feet wide—diminished in depth but not in width.

At eighteen miles lower, the *Rivière du Lièvre* enters from the north, about 260 miles in length, draining an area of 4100 square miles. Fifteen miles below it, the Ottawa receives the North and South Nation Rivers on either side—the former 95, and the latter 100 miles in length. Twenty two miles further, the River Rouge, 90 miles long, enters from the north.

At twenty one miles lower the River du Nord, one hundred and sixty miles in length, comes in on the same side; and lastly, just above its mouth, it receives the River Assumption, which has a course of 130 miles.

From Bytown the River is navigable to Grenville, fifty eight miles, where the Rapids that occur in a distance of twelve miles are avoided by a succession of canals. At twenty three miles lower at one of the mouths of the Ottawa a single lock, to avoid a slight Rapid, gives a passage into Lake St. Louis on the St. Lawrence above Montreal.

The remaining half of the Ottawa's waters find their way to the St. Lawrence by passing in two channels behind the Island of Montreal and the Isle Jesus by a course of thirty one miles. They are interrupted with rapids; still it is by one of them that all the Ottawa lumber passes to market. At Bout de l'Isle, therefore, the Ottawa is finally merged in the St. Lawrence at one hundred and thirty miles below Bytown.

The most prominent characteristic of the Ottawa is its great volume. Even above Bytown, where it has to receive tributaries equal to the Hudson, the Shannon, the Thames, the Tweed, the Spey, and the Clyde,—it displays, where unconfined, a width of half a mile of strong boiling rapid; and when at the highest, while the north waters are passing, the volume, by calculated approximation, is fully equal to that passing Niagara,—that is, double the common volume of the Ganges.

Taking a bird's eye view of the valley of the Ottawa, we see spread out before us a country equal to eight times the ex-

tent of the State of Vermont, or ten times that of Massachusetts; with its great artery, the Ottawa curving through it, resembling the Rhine in length of course, and the Danube in magnitude.

This immense region overlines a variety of geological formations, and presents all their characteristic features, from the level uniform surface of the silurian system, which prevails along a great extent of the south shore of the Ottawa, to the rugged and romantic ridges in the metamorphic and primitive formations, which stretch far away to the north and north-west.

As far as our knowledge of the country extends, we find the greater part of it covered with a luxuriant growth of Red and White Pine timber, making the most valuable timber forests in the world, abundantly intersected with large rivers, fitted to convey the timber to market when manufactured.

The remaining portion of it, if not so valuably wooded, presents a very extensive and advantageous field for settlement. Apart from the numerous townships already surveyed, and partly settled, and the large tracts of good land interspersed throughout the timber country, the great region on the upper course of the western tributaries of the Ottawa, behind the Red Pine country, exceeds the State of New Hampshire in extent, with an equal climate and superior soil. It is generally a beautiful undulating country, wooded with a rich growth of maple, beech, birch, elm, &c., and watered with a lake and stream, affording numerous mill-sites, and abounding in fish. Flanking the lumbering country on the one side, which presents an excellent market for produce, and adjoining Lake Huron on the other, the situation, though comparatively inland, is highly advantageous.

In the diversity of resources, the Ottawa country presents unusual inducements alike to agricultural industry and commercial enterprise. The operations of the lumberers give an unusual value to the produce of the most distant settlers, by the great demand they create on the spot, while the profits of lumbering yield those engaged in it a command of wealth which otherwise could not be had in the country.

The value of the resources of their forests to the inhabitants of the Ottawa country will be evident, on comparing the value of their exports with those of other countries. Take, for instance, the State of Maine, (as American enterprise is so much talked of,) with all its commercial advantages, and the enterprising character of its people. When their population was upwards of five hundred thousand, the exports amounted in value to \$1,078,633; while the value of the exports of the Ottawa country amounts to double that sum, with less than one-third the population.

If such be the case now, how much more will it be so when, in addition to the more extensive prosecution of agriculture, the unlimited water power which the Ottawa and its tributaries afford, if even partially applied to general manufactures, as well as to that of deals. It would be impossible to conceive an unlimited power presented in a more available form than that which the Ottawa offers in its many divided falls; while she lavishes invitingly unparalleled power to manufacture them, she offers her broad bosom to bring the cotton of the South and the timber of the North together.

Nor are the mineral resources of the Ottawa country to be overlooked. And here the Gatineau offers its services, with an unlimited supply of excellent iron, and within a mile of its navigable water, close to its lowest falls, affording unlimited water power, and abundance of timber for fuel; and there are equal advantages for its works on other parts of the Ottawa. The Plumbago, Lead, and Copper, the Marble, and the Ochres of the Ottawa country will yet become of commercial importance.

To judge of the importance of the Ottawa country, we should consider the population which her varied agricultural and commercial resources may ultimately support. Taking the present condition of New Hampshire as data, without noticing its great importance in commercial advantages, the Ottawa country, when equally advanced, which is not much to say, should maintain three millions of inhabitants. But taking Scotland as our data, which the Ottawa country surely equals

in soil, and might with its peculiar advantages resemble in commerce and manufactures, the valley of the Ottawa should ultimately maintain a population of 8,000,000 of souls.

F.—Extract from MONTREAL GAZETTE of 9th June, 1851.

To the Editor of the MONTREAL GAZETTE.

SIR,—I think that in my last I shewed conclusively that the argument from population tells entirely in favour of the Ottawa. I think also that from the fact which I pointed out on incontestable evidence, that Mr. Gzowski committed a mistake of 713 feet in estimating an actual breadth of 1287 feet, in the channel of the river at Grenville, your readers will have come to view with suspicion his estimates with reference to the other crossings, and his calculations with regard to bridging generally. It remains for me, in fulfilment of my promise, to take notice of some other points which were either not referred to, or were made the subject of only a passing allusion.

And first, with regard to the excess of distance of $14\frac{1}{2}$ miles,—it is instructive to observe how ingeniously this has been made by the Engineer to tell against the interests of the Ottawa. Not satisfied with a large allowance for other items, Mr. Gzowski has made use of the motive power and equipments to swell the expenses of the northern route. Having added the cost of these to the estimated expense per mile of the southern route, he has multiplied this whole sum, without abatement, by the additional number of miles by which the Ottawa route exceeds it. Does any one suppose that if a certain number of locomotives, tenders, and cars, are required for a road of the length of about $162\frac{3}{4}$ miles, the number will require to be increased, if a slight deviation should be made from a direct course, by which its length should be extended a further distance of $14\frac{1}{2}$ miles?—Does Mr. Gzowski for a moment entertain the idea? If he does not, however uninten-

tionally, he has allowed himself to publish a mis-statement which has had the effect of adding materially to the apparent expenses of the Ottawa route ; and he must be content that this should take a place in the list of the inaccuracies of his Report.

In passing, I may remark on the singular precision with which Mr. Gzowski calculates his distances ; a precision the effect of which, on those who are unacquainted with the imperfections of the maps from the scale measurements of which such *data* must be taken, must be to invest his calculations with an air of great authority. To those who know, in the first place that maps are defective ; in the second, that, however exact the course may be by an air line, the road must be exposed to numberless deviations, slight it may be, but in the aggregate amounting to a distance of miles—the pretension to minuteness is simply amusing. “From St. Polycarpe, in the Seigniorie of New Longueuil to Sheaver’s Mills, in Mountain, a distance of upwards of $57\frac{3}{4}$ miles, the road will be located in one straight line !” Fifty-eight miles would have made it too much— $57\frac{3}{4}$ is too little—it is somewhere between the two : “upwards of $57\frac{3}{4}$ miles.” From Sheaver’s Mills. again, it goes in a straight line “to Furnace Falls, in the Township of Lansdown, making another tangent of $42\frac{3}{4}$ miles.”

Allusion was made to the nature of the country on the Ottawa, along which a Railroad would pass, and to the facilities afforded for obtaining the materials necessary to its construction. As Mr. Gzowski has stated that there is a deficiency of such material, which either does not exist, or would require to be “hailed” a considerable distance ; it is proper to consider this part of the subject a little more at length.

Commencing with the limestone vicinity of Montreal, with its own quarries at hand, and those of the Isle Bizard and other places, I suppose it will be admitted, that no great difficulty would be experienced in finding the necessary material for bridges at the *Bord à Plouffe* and St. Eustache. As to advantages of this kind, these crossings would be on an

equality with those of St. Annes and the Isle Perrot. From St. Eustache to Belle Rivière, the road would lie for the greater part over a hard and gravelly soil, which would furnish the material necessary for its construction; and from the latter place to where it would enter the Seigniorship of Argenteuil, it would pass near a sand and gravel bank, not more than a mile distant from it in any place, and in some places not more than half a mile. Excepting some short intervals in Argenteuil, the soil would become dry and gravelly as it passed into Chatham, a Township abounding with the best quality of limestone; or if it should cross at Carillon, the front of Hawkesbury would be found equally favourable. If it should cross at Watson's Island, it would be within a mile of the quarry from which stone was taken for the construction of the locks at Carillon; and if it should cross at Grenville, Mr. Gzowski would find abundance of gravel, on both sides of the river, and a lime-kiln burning on the Grenville side, within a stone's throw of the place where the end of his bridge would rest. The deficiency of material and the difficulty of "hauling" cannot, therefore, in this part be very great.

From L'Original to Sheaver's Mills, a distance of about 60 miles, the country is, as Mr. Gzowski has stated, for the most part uncleared, and probably in other respects agrees with his description of it. But because it is mostly uncleared he would have us to believe that the extra expense of putting it in order will cost £33,000, even after his large allowance of £5425 per mile. No intimation is given of the possibility of finding a set off to this expense of clearing in the difference of the value of land in an old country and a new. What are the precise mysteries that may be included under the technical terms of "Clearing and Grubbing," your readers will probably not care about stopping too minutely to inquire; but if by the phrase be meant principally the operation of clearing in the ordinary acceptation of the term, I believe there is no one who is acquainted with the subject, who will not bear me out in saying, that there is no part of the route from L'Original to Kingston on which it would not be easy to find persons who would

clear a road 100 feet wide at £60 a mile. Allow the term, however, a larger signification, and we may put down clearing and grubbing at the estimate of Judge Brown, given in at a public meeting at Bytown, in reference to the contemplated Railroad from that town to Prescott—namely, £75 a mile. As I shall have again to refer to Judge Brown, I shall at present say nothing more respecting him than that the estimate referred to was intended for the country in a direct course from Bytown to Prescott, being one of the routes since explored by Mr. Stanley, and reported by him to consist three fourths of it of woodlands,—“for the most part cedar and tamarac swamps,”—a description of timber and soil the least favourable for economical clearing. Judge Brown’s estimate of £75 a mile at 60 miles gives £4,500 for clearing and grubbing—a sum which looks a little less considerable, it will be admitted, than the £33,800 of Mr. Gzowski, even though in the latter sum be included some charges for ballasting and masonry, which however as they apply not more to this than to other parts of the road on which I have shown that there is no deficiency of facilities, cannot be very great. On the whole I think, if we are so moderate as not to claim a balance in favour of our route on account of the cheaper purchase of land, it may at least be allowed to us to throw this item of “Additional cost of Grubbing, Ballasting, and Maronry” entirely overboard.

But it is time to inquire whether in putting the average expense per mile at £50.26, Mr. Gzowski has not overrated the cost even of his favorite route by the St. Lawrence. Cannot a Railroad in Canada of the length required between Montreal and Kingston, be constructed for a less sum than the amount named? Those who would answer us in the negative quote in support of their views, the experience of the United States. But the United States no more furnish a criterion for Canada than the experience of English Railways does for those of the United States. It is one thing to travel over the even surface of a Canadian landscape with scarcely a declivity to break the general level, and in no place between Montreal and Kingston, according to Mr. Gzowski, requiring a greater grade than 30

feet to the mile,—and another to climb the ridges, embank the precipices and encounter generally the obstacles thrown by Nature in the way of Art in the Green Mountain State,—or the equally formidable hills and gorges, and ledges of opposing rocks, which require to be tunnelled and excavated in the Granite State. It is one thing to employ labour in a country where the average remuneration of the unskilled workman is a dollar a day, and another to employ it in a country where it may be obtained for two-and-sixpence or three shillings. It is one thing to have to purchase land along the track of a Railroad in a country where real estate is acknowledged to be high, and another to purchase it in Canada where from the peculiar habits of a portion of the population, and the drawbacks arising from Seigniorial Tenure, its worth is depreciated below a natural standard, or where it has never risen to a value corresponding with that of property across the Lines, on account of the greater youth of the country. It is one thing to pay for imported iron where it is subject to the exactions of an outrageous tariff, and another to purchase it in a country where it comes in at only a nominal duty, The difference of time also deserves to be considered, as well as that of place. Iron is now, and has been for a short time past, lower in the English market than it has been for many years. Public works which require a large consumption of iron will be more economically supplied: indeed the difference of cost between the past and present in this one article would make a difference in the cost of Railway construction of some hundreds of pounds per mile. And, reduced as it is at the present time to consumers in both countries, yet, on account of the impositions of their tariff, Americans, for any new work which they may undertake, would even now have to pay £9 or £10 a ton for iron, while in Canada it can be furnished for £7. Nor is the article of lumber an unimportant one to be taken into consideration in estimating the cost of constructing a Railway. Coals are cheap in Newcastle, and lumber must certainly be expected to be obtained in Canada, (especially on an Ottawa route!) at a much lower rate than among the Americans, who import it from us to a

large extent, notwithstanding an almost prohibiting duty. The superior advantages then afforded by a level country—the facilities connected with the price of labour—the comparatively reduced value of land, and consequently more limited outlay on account of “land damages”—the low price of lumber—our unrestricted access to the English market for iron, and the favourable circumstances of the present moment for purchasing,—all unite in pointing out the fact demonstrably that a Railroad can be constructed in Canada at a much cheaper rate than the average of similar works constructed or in the course of construction in the United States.

If it should be asked who is the writer, and what reason he has to expect that his opinion will be taken by the public in opposition to that of an Engineer, I answer, that I have advanced nothing but what it is easy to sustain by the authority of persons who are competent to judge of such matters, including gentlemen of Mr. Gzowski's own profession. The first witness I shall bring forward is the Hon. A. C. Brown of Ogdensburgh, who, speaking at a public meeting at Prescott, held on the 28th of last December, in reference to the Bytown and Prescott Railroad,—a Railroad not offering, except in the matter of bridging, superior facilities for cheap construction to our own,—stated it as his conviction that the work could be accomplished for £3000 per mile. “He had no doubt” that the road “could be made for £3000 per mile, about one half what the Ogdensburgh road had cost, and that it would be found to pay as well.” The principal item of expense was the grading; “but,” said he, “nature has done the most of the grading for you.” At a subsequent meeting in the Town Hall at Bytown, on the 22nd January, Judge Brown gave an estimate of the probable cost of the Bytown and Prescott Railroad, “which,” says he “from the experience I have had in such matters, I may safely say cannot be far from the real figure.”

“The cost of clearing and grubbing the track of

the Railroad per mile.....	£ 75	0	0
Excavating Road-bed and culverts.....	750	0	0

Masonry and bridging.....	100	0	0
Timber for superstructure.....	125	0	0
Iron, per mile.....	750	0	0
Laying down the Railroad Track.....	43	15	0
Engineering.....	62	10	0
Incidental expenses.....	50	0	0
For land damages, for station building, and furniture sufficient to commence operations per mile	1043	0	0
<hr/>			
In all per mile....	£3000	0	0
<hr/>			

Say 50 miles of road will make.....£150,000 0 0”

Similar in its character is the testimony of a writer who, in an able article in the Packet newspaper of Nov. 30, signs himself “An engineer.” After enumerating the facilities for cheap construction which we possess in this country, beyond what are enjoyed in the United States, the writer goes on to say :—

“ It argues nothing that the St. Lawrence and Atlantic Road has been contracted for at £6550 a mile exclusive of Engineering, Rolling Stock, and Stations; it merely shows that an enormous discount was expected on the paper which the Contractors received in payment. Under such an arrangement the cost of that Road may be set down in round numbers at £8000 a mile, and as the Government furnishes one half the capital, and holds a lien on the whole Road for six per cent. of the dividends to pay the interest, and three per cent. more as a sinking fund to pay off the debt, the stockholders may look upon their shares as valueless—the contract for building the Road being about double the cash cost.”

“ Though all are satisfied as to the vast importance of Railways to the community, few,” he says, “ will be willing, at the risk of their individual interests, to invest their money under such circumstances; but the people of Canada have the experience of many other countries to guide them, and they will yet learn that Railways can be constructed for £3000 to £4000

a mile. We have two or three examples to establish this fact; and if capitalists in other parts of the country would come forward with the amount necessary for the completion of their own roads, without calling on foreign aid, they would not, as many have hitherto done, sacrifice their money for the public good."

Low as these estimates of Judge Brown and "an Engineer" may appear when compared with the expense of some existing roads, they are borne out by a reference to the actual cost of many Railroads even in the United States. But it is needless to go abroad for examples. In our own Provinces I believe that I am correct in saying that there are at present two Railroads, the St. Andrews and Woodstock, and the St. Johns and Rouse's Point Roads, under contract at about £3000 per mile.

That the requirements of our own Road will not much exceed the standard of an economical expenditure, will appear from the following estimate of some of the principal items of expense, as furnished with special reference to the Northern or Ottawa route, by a gentleman who is a contractor on one of the Canadian Railroads at present in the course of construction :

Timber, 2200 ties per mile, at a shilling each..	£110	0	0
Grading per mile.....	250	0	0
Ballasting.....	150	0	0
Fencing	75	0	0
Iron	750	0	0
Right of way per mile.....	90	0	0
	<hr/>		
	£1,425	0	0

To the foregoing would have to be added a considerable sum for masonry and bridging, making culverts, the crossings to farms, engineering, incidental expenses, &c.

We are now prepared for an approximate estimate of the real difference of cost between the routes of the St. Lawrence and Ottawa. If Mr. Gzowski's estimate of £5025 per mile is too high, it will appear that a Railroad on the northern route could probably be constructed at a cost very much within the sum which he allows for the southern ; it will be evident that

the extra expense incurred in the former on account of the additional $14\frac{1}{2}$ miles of length will be less ; it will also be evident that, whatever may be its positive amount, it will be less sensibly felt upon the capital of the country. Leaving, however, the question for how much less a sum than Mr. Gzowski has named, the whole length of either route could be constructed, our inquiry shall at present be directed to the difference of cost between the two ; and for this reason I shall allow the first line of Mr. Gzowski's summary to stand, which, multiplying $162\frac{3}{4}$ by £5025, puts the cost of the southern route at £817,818 15s. Assuming this sum for the southern route, how much more will be the northern ? Mr. Gzowski says £146,549 15s. It is evident, however, from what is gone before, that from the items which go to constitute this sum there must be made some considerable deductions. The first, as we have seen, is in the cost of the additional $14\frac{1}{2}$ miles of length, which Mr. Gzowski has multiplied by his general average of 5025. As rolling stock and equipments are included in Judge Brown's estimate of £3000, I shall not, I think, err on the side of being too low in assuming that, exclusive of rolling stock, &c., the additional $14\frac{1}{2}$ miles of the northern route cannot at the utmost cost more than £3,600 per mile, especially as extra bridging, and all other supposed items of additional expense, are provided for elsewhere. This would give us £52,200. Next comes a charge for "clearing and grubbing," to which however we have already objected in toto. In estimating the value of the bridging it might be expected, in the absence of more certain data, that we might make use of the 566 feet, which we found by a proportion drawn from the detected mistake at Grenville, to be probably near the true excess of bridging on the northern route; an amount which, if multiplied by £15-6845, Mr. Gzowski's allowance per foot, as obtained by a comparison of his distances and expense, would give us, as the additional cost of bridging on the Ottawa, £8,877 8s $6\frac{1}{2}$ d. From the loose manner in which the estimate of the breadth of the channel was made at Grenville, involving as it did, an error of 713 feet in an actual breadth of 1287 feet, there is every reason to suppose,

whether to a proportional extent or not, that a similar vagueness obtains in respect to the other estimates, and we should be quite justified in proceeding with our calculations on this assumption. But we shall adopt a more magnanimous course, and shall, we hope, be allowed credit for our generosity, if, giving Mr. Gzowski all the advantage of any uncertainty that may exist, as to the exact amount of error, we resign our claims with respect to the other crossings, and, permitting him to put on his own estimate of the cost of the work per foot, content ourselves with claiming an abatement of £11,183, on account of the 713 feet proved by the measurement of a Provincial Surveyor, to have been taken above the proper width of the channel at Grenville. £11,183, deducted from his large estimate of £38,631, leaves for this item, £27,448.

Comparing our results, the amount of Mr. Gzowski's over estimate of the difference of expense between the two routes, will appear in a tabular form as follows :

Mr. Gzowski's difference of expense between			
the two routes.....	£146,549	15	0
14½ miles at our estimate of			
£3,600 per mile.....	£52,200	0	0
Additional cost of Bridging,			
being Mr. Gzowski's own			
amount, deducting only the			
over estimate at Grenville,	27,448	0	0
	<hr/>		
		79,648	0 0
		<hr/>	

Mr. Gzowski's over estimate of difference between the two routes..... £66,901 16 0

In the comparison given above, I have allowed it to be assumed that, whatever the cost per mile, both roads could be constructed for a given distance, at an equal expense; an assumption, however, which the friends of the northern route have never been disposed to admit, believing, as they have always done firmly, that, in every thing but bridging, any difference that exists is in favour of the Ottawa. The report of Mr. Fleming, just published, gives the weight of professional

authority to the general opinion in this part of the country. This gentleman states it as his conviction that, with the exception of some difference of bridging, a road running through the valley of the Ottawa would cost ten per cent. less per mile than one could be made for on any southern route ; and also, that the grades would be much less in the one case than in the other. But were it not so—were the difference in favour of the St. Lawrence, and to the extent exhibited in the foregoing figures,—will the public, under the apprehension of an increase of expense, which, with every addition that can be made to it, can, at the very outside, only amount to £79,648, consent that a route shall be taken, which (even if a shorter course than by Lachine could not be obtained for the Ottawa) is to secure a saving of $14\frac{1}{2}$ miles at the expense of a large population, and of a way business immeasurably exceeding any that would be enjoyed by the St. Lawrence. Why, the surplus of a year's successful business on the Ottawa would more than counter-balance this difference. Will Stockholders consent to the certain risk to which the adoption of the St. Lawrence route will expose them, that a rival railroad, such as is required by the boundless expanse and the magnificent resources of the Ottawa country, shall start into existence, with the prospect of indefinite extension, so as to meet the gigantic commerce of the West and North on the shores of Lake Huron ? What is the advantage of half an hour gained in the transit of a through business, if it is to be met with the loss of way business. What the disadvantage of running over an additional $14\frac{1}{2}$ miles of Railroad, if the way traffic secured by it is sufficient not only to return a handsome dividend to the Shareholder, but so to reduce the general expenses of the road, as to lower the charge on the through business ? In regard even to speed, if the grades are less on a northern route, the difference would be in its favour, though purchased by an increase of distance. Conflicting interests and disunion may for a while retard the execution of a work on which the inland commerce of an important section of the country is dependent for an outlet, and some men of capital may be so blinded to their true interests, as for a time

to keep up a division the effect of which must be to prevent the completion of both roads; but the enterprise which the friends of the Ottawa have undertaken is too important to suffer more than a temporary suspension. It will triumph over every difficulty; and men of capital, who might have promoted their individual interests by identifying them with its furtherance, but have chosen rather to lend their influence in an opposite direction, may in the end find the impolicy of their proceedings in the ill success of their speculations.

I am, Sir,
Your obedient servant,

OTTAWA.

To the Editor of the Montreal Gazette.

SIR,—In the Engineer's Report on the northern line of Railway, from Montreal to Kingston, viâ the Ottawa, Bytown and Perth, no notice has been taken of the branches or trains mentioned in the application to Parliament for a charter, neither have I adverted to it in my letter to Mr. Lowe. This omission requires an explanation: the lateness of the season was such, that it was impossible for Mr. Fleming to have examined them in time to bring them under the notice of the public, in his first report, and the inhabitants of the localities particularly interested, will have one year from the granting of the charter, to make an accurate survey and diagram of their respective branches, to be filed in the proper offices. Nevertheless, I would remark, that in my opinion, the branch leaving the Main Trunk at St. Eustache, St. Thérèse or Isle Jesus, and extending to Terrebonne, and continuing northward to the extent of forty miles, if constructed on the same plan as the Rawdon Railway would pay a better interest on the capital invested in its construction, than that expended on the main line: at the same time it would assist in supplying the Montreal market with wood, vegetables and poultry, much more plentifully than at present, and would add to the business of the line, from two to four per cent. The same remark will apply, in reference to the branch leaving the main line at the Caledonia Springs,

and extending up the valley of the Nation River. In reference to the investment of capital, the increased distance which passengers and produce from this section of country, must occupy the main line, will increase the business from five to ten per cent., and the amount of service rendered to that section of the country will be incalculable. The two great questions to be decided, are the proper location of the road, and the gauge to be adopted which shall prove most beneficial. In reference to the former, let any engineer of eminence, either from Britain or the United States, be introduced merely to decide the route, and if the local business, and the advancement of the country shall form elements in the estimate of deciding on the proper line, as the different municipalities and the Province pay the greater part for its construction, there can be no doubt, but that the northern route will be adopted. In reference to the second question, the width of gauge, a thorough inquiry should be immediately instituted on the part of the Government, and the experience of the United States, Great Britain, France, Germany and Belgium should be brought to bear on the subject, and a uniform system established, that should not interfere with our intercourse with our neighbours.

I am, Dear Sir,

Your most obedient servant,

C. P. TREADWELL.

Montreal, 31st May, 1851.

G.—Copy of the notice inserted in the Canada Gazette of the application to Parliament in favour of the northerly or Ottawa line, with the names of the applicants.

NOTICE.—We, the undersigned, give notice that we will petition the Provincial Legislature, at its next Session, for the incorporation of a Company to construct a Railroad with the usual privileges from some point at or near the City of Montreal or Lachine across Isle Jesus by St. Thérèse or St. Eustache and St. Andrews, with the privilege of bridging the different streams; recrossing the Ottawa River at some point between Carillon

and Grenville, by bridging the same with or without the usual privileges of a Toll Bridge; thence, through Hawkesbury, L'Original and Caledonia Springs, to Bytown; thence in the direction of Richmond and Perth, to Kingston; with the privilege of constructing a Branch or Tram Road from St. Eustache, St. Thérèse or Isle Jesus, in a northern direction to the distance of forty miles; also, from Caledonia Springs, up the valley of the Petite Nation River, through the Township of Mountain, in the County of Dundas.

Montreal.—Chas. A. Low, Benjamin Lyman, David Torrance, Robert Cross, William Carter, William Cowan, N. S. Whitney, H. Seymour, Alex. Bryson, John Smith, Hy. Mulholland, J. H. Joseph, John Frothingham, H. B. Smith, George Bent, C. Dorwin, James P. Cowan, S. P. Tilton, John G. Dinning, Walter MacFarlane, W. Easton, A. Hall, M. D., Joseph Knapp, J. A. Perkins, D. Busteed, J. H. Abbott, Edwin Atwater, J. A. Berthelot, Alfred Morson, M. D., Wm. Rodden, Henry Thomas, J. Torrance, J. Carter, Benj. Brewster, John Molson, M. Hays, Hector Russell, A. M. Delisle, R. B. Johnson, Made. Masson, Wm. Parker, Geo. Weekes, J. T. Badgley, J. W. A. R. Masson, H. L. Routh, H. H. Whitney, M. H. Seymour, par J. B. Raby.

Terrebonne.—J. O. Alfred Turgeon, Mayor County of Terrebonne, J. B. Turgeon, L. C.; G. Raby, A. McKenzie, John McKenzie, G. M. Prevost, P. Marier.

St. Martin.—Chas. Smallwood, M. D.

St. Eustache.—J. L. DeBellefeuille, W. H. Scott, M. P. P., F. E. Globensky.

St. Thérèse.—Alpheus Kimpton, John Oswald, David Morris.

St. Benoit.—James Watts, Mayor County of Two Mountains, J. J. Girouard, Dr. L. Demouchel, F. H. Lemaire, H. Demouchel.

Belle River.—W. Morrin.

St. Andrews.—Robert Simpson, Frank Farish, Nelson Davis, Charles Wales, Duncan Dewar, Duncan Sinclair.

Carillon.—C. J. Forbes, J. P., Stanfeld Forbes.

Chatham.—L. Cushing, Ranaldo Fuller.

Grenville.—Thomas Kains, George Kains.

Hawkesbury Mills.—Geo. Hamilton, John Hamilton, Thos. Higginson.

Hawkesbury.—Charles Hersey, H. B. Wyman, C. M. Everitt, H. W. McCann, John Watson.

Vankleek's Hill.—James Stirling, M. D., Niel Stewart, James P. Wells.

L'Orignal.—Ch. Johnson, Warden P. & R., Chs. P. Treadwell, William Colfin.

Caledonia Springs.—J. L. Wilkinson, James Brock, Alexr. McPhee.

Caledonia.—William Bradley, Reeve.

Plantagenet.—John Kearnes.

Clarence.—James McCaul.

Petite Nation.—W. M. Dole, W. J. Kay.

Cumberland.—William Wilson, Reeve, Archibald Petrie, G. G. Dunning.

New Edinburgh.—Thos. McKay, John McKinnon.

Bytown.—Chas. Sparrow, Mayor; Alex. Workman, Reeve; R. W. Scott, Deputy Reeve, N. Sparks, Edward McGilvery, Hamnett Hill, Joseph Aumond, J. B. Lewis, Edward Griffin, William Stewart, J. Durie, Richard Stethem, Clements Bradley, George Dyett, Daniel O'Connor, J. Barreille, John Thomson.

Gatineau.—Thos. McGoey.

Lanark.—Gerrard McCrea.

Aylmer.—John Egan, M. P. P., Charles Symms, James Thompson, Robert Conroy, Peter Aylen.

Merrickville.—W. Merrick.

Carleton.—Hamnett Pinhey, Warden.

Perth.—R. Matheson, Thomas M. Thomson, John P. Grant, W. A. Buell, F. G. Hall, M. McDonall, Warden U. C. L. & R., Alexander Bane, James M. Erskine, W. & F. Mair, James Shaw & Sons, John C. Malloch, Robt. Douglass, James Bell,

J. Deacon, Jr., C. H. Bell, James Wilson, John Haggerty, James Thompson, John McKay, W. R. F. Berford, C. P., A. Fraser, George Cox.

Bathurst.—Josiah Ritchie, Reeve, Joshua Adams, James Allan.

Burgess.—John Doran, Reeve ; Robert Elliott, Councillor.

Crosby.—John Kilburn.

Kingston.—F. M. Hill, Mayor ; Thomas Kirkpatrick, Alderman ; K. Mackenzie, Alderman ; J. O'Riely, Alderman ; A. Campbell, Alderman ; Robert Jackson, Alderman ; Archibald J. Macdonell, Alderman ; Joseph Milner, Councillor ; John Counter, Thomas A. Corbett, Sheriff ; John Watkins, Samuel Muckleston, A. Cameron, Thomas Deykes, Donald McIntosh, James A. McDowall, Robert Stewart, M. W. Strange, Robert L. Innes, C. E. ; Wm. Anglen, City Chamberlain ; Robert McCormick, John Breden, Thos. Wilson, F. D. Ferris, William Ferguson, County Treasurer ; George Davidson, Councillor ; Wm. Ford, Jr., Alderman ; John R. Forsyth.

Quebec.—John Thomson, Robert Hamilton, R. Roberts, Jas. Gibb, A. D. Bell, B. B. Bell, Wm. Petry, Henry Atkinson, J. Porter, David D. Young, George Beswick, Robert Mitchell, Robt. Cassels, Wm. Gunn, A. Laurie, P. R. Poitras, Chas. A. Holt, Wm. Walker, Jr. ; J. M. Muckle, J. R. Young, M. Stevenson, Wm. Stevenson, D. Fraser, Joseph Parke, D. Burnet, J. M. Fraser, R. Peniston, Duncan Patton, John Smith, John Ross, James Turnbull, Edmond Sewell, Greaves Clapham, Wm. Price, A. John Maxham, D. R. Steuart, Alexander Borrowman, Alexander Provan, Thos. Gibb, C. H. Ross, Duncan McPherson, H. Lemesurier, R. V. Cassels, Jas. Ross, P. Shephard, Henry Burstall, Jas. Gillespie, J. B. Forsyth, James Dean, Junr., Hugh Murray, Andrew Patterson, Robert Shaw, J. B. Renaud, W. K. Baird, Henry W. Welch, D. McPherson, Benson Bennet, J. H. Clint, Wm. G. Wurtele, Jas. J. Wilson Junr., Archibald Campbell, H. J. Noad, William Stubbs, E. Chinic, Geo. H. Simard, Adam Burns, Yves Tessier, Julien Chouinard, A. Hamel and Brothers, J. Thibodeau, E. A.

Frechette, A. Cote, P. Boisseau, P. E. Deblois, L. Tetu, L. Bilodeau, W. S. Henderson, L. G. Baillairge, James Henry, John Munn, E. J. Horan, Ptre.; J. Z. Nault.

Montreal, 4th March, 1851.

In addition to the above the following names were appended to the notice published in the Montreal Gazette.

Perth.—C. Rice, Wm. Bell, Wm. Bain, J. H. McDonagh, A. M.; H. Harris, A. M.; T. Mansfield, Alex. Fraser, M. McPherson, M. Stanley, Jas. Kerr, J. Davies, W. M. Shaw, J. Adams, Jun.; D. Kerr, T. McCaffry, D. MacMartin, T. M. Radenhurst, A. Leslie, J. P.; R. Kellock, J. Nichol, M. D; J. G. Malloch, Judge; A. Dickson, Sheriff; J. Bell, Registrar; R. Douglas, Councillor; Geo. Cox, do.; J. McDougall, do.

No. 8.

OBSERVATIONS

UPON THE CONSTRUCTION OF

A RAILROAD

FROM

LAKE SUPERIOR TO THE PACIFIC,

BY ALLAN MACDONELL, TORONTO.

To shorten, by a Western passage, the route to the Indies, which is now conducted around the fearful barriers of Cape Horn and Southern Africa, is a design that has long occupied the attention, and aroused the exertion of all maritime nations. England's exploring expeditions to both the Atlantic and Pacific coasts, have pryed into every sinuosity of the shore, from lat. 30°, South, to the borders of the Frigid Zone, and in the defeat of her exertions, projects have been forming to pierce the Continent within the limits of a foreign country, and where England would be placed at the mercy of her rivals. Whilst France, Mexico, the United States, and other Powers, meditate the separation of the Continent at the Isthmus of Panama, let England at least enquire whether she has not, within her own territories, superior facilities for accomplishing the same grand purpose which impel them.

Within this past year, three works have been published in England, emanating from different sources, urging the necessity and advantages of a Railway connection between the Atlantic and Pacific Oceans, such Railway to be constructed through the British Possessions. My present object is not to canvas the schemes proposed by any of these several parties or projectors, whereby they would seek to carry out their views, but, if possible, to direct the attention of the Canadian public to the existence of such a project, and the incalculable advan-

tages which must result to this and the Mother Country, could such a connection be accomplished. In one of the pamphlets referred to by Major Smith, the plan proposed by him is to construct such road by convict labour; the others, one by a Mr. Wilson, (who, I believe, was at one time in the employment of the Hudson Bay Company,) and the other by Lieutenant Synge, of the Royal Engineers, I have not met with. That the construction of such a road is feasible and practicable, I have every reason to believe, and will propose to build it upon a plan similar to that proposed by Mr. Whitney, for constructing a like Railway communication through the United States,—which plan is so peculiarly adapted to our country, that it can not fail of finding as favorable a reception here as it did there. The scheme of building a Railway for hundreds of miles through a country which at present is a wilderness, seems at first sight absurdly extravagant, as well as utterly impracticable; and so it would be if the plan contemplated was one to be fully carried out within any short period of time. It must be borne in mind that under the most favorable circumstances, some years would be required for the construction of such a work; with its progress, population must keep in advance, or accompany its advancement.

In determining, therefore, upon the wisdom or practicability of constructing such a road, the whole matter is to be looked at prospectively,—the question is not how far the present condition of the country and its interests warrant the undertaking, but whether such a state of things will be likely to exist, as will justify it when it shall have been accomplished. As to the expediency or advantage of constructing such road, I imagine there cannot be a diversity of opinion, if it shall be found to be practicable.

Our portion of the Continent of North America lies directly in the way of the commerce passing between Europe and India—with a ship canal of six hundred and thirty-eight yards around the falls (twenty-one feet in all,) of the Sault de Ste. Marie, we have through our own territories the most magnificent inland navigation in the world, carrying us one half-way across

his Continent. By means of a Railway to the Pacific from the head of this navigation, a rapid and safe communication would be formed, by which the commerce of the world would undergo an entire change; every one must perceive at a glance, that such a road would stand unrivalled in the world. Not only are the United States, but the whole of Europe aroused to the importance of securing the immense trade of China and the East Indies—even in the days of Hernando Cortez it was thought possible and expedient to unite the two oceans by a ship canal across the Isthmus of Panama, and since that time almost every nation has talked of doing so; nor is the project at the present time abated or suspended. Even in the early history of this country, the French perseveringly and anxiously sought for a supposed water communication from the Lawrence to the Pacific; with a view to secure, if possible, that important trade which has from the earliest history enriched, beyond calculation, every nation that held it, while each in its turn has fallen from power and affluence as it lost or surrendered it. Without adverting to its effects on other nations, it is sufficient to look to England; she owes more of her grandeur and her power to her commerce with the East Indies, than to almost any other source whatever. At the present time, she is to commerce, what the principle of gravitation is to the material world—that which regulates and upholds all. And yet, should the United States construct a Railway through their territories, she might too soon feel how precarious is her tenure of the sceptre of the seas—it would be wrested from her by her active and energetic rival; she would be driven from her position, and her Indian fleets as effectively forced from the bosom of the ocean, as have been the caravans which formerly carried across the deserts the wealth of India; or, as England snatched from Holland the East Indian trade, so in her turn she may be deprived of it by the United States: such would be—such some day may be—the effect produced by a Railroad through the territories of this latter power. It is therefore incumbent upon England, for her own sake, and it becomes her duty and her interest, to inquire into the practicability of constructing such road through British

dominions, whereby our active and enterprising rival will cease to be regarded as such; and a British people will have no competitor for maritime supremacy among nations. If it be practicable to connect the Pacific with the head waters of our inland navigation, it ought not to be delayed. Every facility should be offered for carrying it into effect. It would not only be the means of settling all the lands capable of sustaining population in those regions, but the commercial relations of the world would be altered; the great West would be penetrated—the stream of commerce would be changed from boisterous seas and stormy capes, to flow to our shores upon the Pacific, and through the depths of our Western wilds. With the power of steam through an accessible region and over a peaceful sea, England would be placed at one-fourth of the distance at which she has hitherto stood from the treasures of the East; her merchants would be able to undersell, in their own ports, all the nations of the world. In other words, she would render commerce tributary to them, and Canada would be the great toll-gate through which this enormous traffic must pass. No other route across the Continent of America could compete with this, as will be shown hereafter; at present, I shall simply point out the route proposed:—

Liverpool to St. Lawrence, (miles)	2,800
St. Lawrence to British boundary, Lake Superior ..	1,150
Lake Superior to Fuca's Straits	1,500
	<hr/>
	5,450

The distance from Fuca's Straits to Japan is about 4,000 miles; to Shanghae about 5,000. Vancouver's Island commands the Straits, and abounds with excellent harbours; coal of a superior quality is found there; the Indians mine it and deliver it on board the Hudson Bay Steamers at a mere nominal charge. No part of the Pacific coast affords such capabilities as does this for controlling the whole trade and traffic of the Pacific.

It might be assumed as a certainty, that a cargo from Shanghae, borne by a modern ocean steamer over this placid sea,

could be unloaded in fifteen or twenty days, at some one of the harbours at Fuca's Straits, and in from three to five days more, placed for sale or transportation on the banks of Lake Superior. The construction of such a road, in the direction of Fuca's Straits, would shorten the distance to England from China, &c. by sixty or seventy days, and place before us a mart of six hundred millions of people, and enable us geographically to command them. Leaving it to the guidance of commercial interests, who shall tell what may not be the commercial destiny of this country?

This scheme may excite only the curiosity of those who can hardly contemplate it as anything else than an hallucination to amuse for a moment, and then vanish. Nevertheless, such a work will some day be achieved,—if not by a British people, by our neighbours. And let it be remembered, that it is no difficult matter to open a new channel for a new trade, but it is very difficult to change one that is already established.

There is something startling in the proposition of a Railroad to connect the Atlantic and Pacific, and much that will strike the hasty observer as chimerical, but when we have seen stupendous pyramids raised by the hand of man in the midst of a desert of shifting sands; when we know that despite the obstacles of nature and the rudeness of art, a semi-barbarous people, centuries before the Christian era, erected around their empire a solid barrier of wall, carrying it over the most formidable mountains, and across rivers on arches, and through the declensions and sinuosities of valleys to the distance of fifteen hundred miles, let us not insult the enterprize of this enlightened age by denouncing as visionary and impracticable the plan of a simple line of rails over a surface of no greater extent without one half the natural obstacles to overcome. To do so would evince a forgetfulness of the vast achievements of this age. As to its feasibility, I am aware many will object to it on that ground. Nevertheless, from all the information obtained, I believe that it is practicable and easy of accomplishment, and that it can be accomplished by individual enterprize; by connecting the sale and the settlement of the lands

on its line with the building of the road, population must keep pace with the work and be interested in it, and the labour of grading, &c., must pay in part for the land and make homes for the settlers. The plan or mode of operation by which it is proposed to carry out this great work, is that the Government shall sell, to a chartered company, sixty miles wide of the lands from the Lake to the Pacific, at a reduced rate, or at such a rate as the Government shall pay for obtaining the surrender to the Crown, from the various bands of Indians now possessing it. At present it is a wilderness, and although, to a great extent, it is capable of sustaining a large population, yet it must lie waste and unprofitable, whilst thousands of our fellow countrymen are starving and destitute ; and so it must remain, without value, and impossible of settlement, unless some move be made which shall create facilities which will afford the means of settling these lands, and thus make them a source of wealth and power to the country. Immediately after such surrender to the Crown, of one hundred or two hundred miles or more, the route upon it would be surveyed and located, preparations made for grading, &c., and proceeding with the work, a large body of workmen or settlers at once placed upon it ; when ten miles of the road shall have been completed, in the most substantial and approved manner, and to the satisfaction of a Commissioner appointed by Government, a patent shall issue to the Company for the first half of the road or five miles, or patents to the settlers who may have purchased upon the line, as may be deemed most advisable ; the Government thus holding still one-half of the road. Now, if the sale of land could not be made to produce a sufficient amount to return the money expended on the ten miles of road, then the experiment is the loss of the Company, and the Government would not have lost one shilling, but on the contrary, the five miles of road held by it, must be enhanced in value ; if, upon the contrary, the land is raised from beyond its present value to an amount exceeding the outlay, then the half held by Government would have imparted to it an equal increase in value from the same causes, and this ought to be a sufficient security for the due perform-

ance of the work. Such should be the proceeding throughout the good or available lands upon the route ; but as the road for an immense distance may pass through poor and barren lands—in such case, as much of the nearest good lands beyond the line finished as may cover the outlay upon such line or section, may be sold by the Company, and patents issued ; and when all shall have been completed, the title of the road should vest in the Company, subject to the control of Government, in regulating and fixing tolls, &c. Should the plan fail, Government can lose nothing, because the lands still remain, and their value will have been added to, even by the failure. Thus it is proposed to establish an entirely new system of settlement, on which the hopes for success are based, and on which all depend. The settler on the line of road would, so soon as his house or cabin was up and a crop in, find employment upon the road ; when his crop would have ripened, there would be a market at his door, created by those in the same situation as his was the season before, and if he had in the first instance paid for his land, the money would go back to him, either directly or indirectly, for labor and materials furnished for the work, so in one year the settler would have his home, with settlement and civilization surrounding him, a demand for his labor, a market at his door, and, for any surplus of his produce, a Railroad to communicate with other markets. The settler who might not have the means to purchase land even at the lowest price, say 3s. 9d. per acre, would obtain those means by his labor on the road and a first crop—he too in one year would have his home, with the same advantages and be as equally independent.

Settlers under any other circumstances, placed in a wilderness, remote from civilization, would have no benefit from the sum paid, beyond his title to the land,—his house built and crop in, he finds no demand for his labour, because all around him are in the same condition as himself ; when his crop is grown he has no market ; his labor, it is true, produces food from the earth, but he cannot exchange it for other different products of industry. A proper and systematic course adopt-

ed for inducing immigration from the Mother Country, would relieve her of a surplus population ; open the greatest possible extent of wilderness, otherwise forever useless, to settlement and production ; making it the means of benefitting and carrying comfort and happiness to thousands of our fellow-subjects in the Mother Country, suffering the worst of evils, caused by a too dense population, whilst at the same time such immigration will benefit this country to an illimitable extent. Perhaps it may be thought that the Government of the country should undertake this work, and dispose of the lands as proposed. Private enterprize far exceeds any operations of the Government in celerity, and is much more economical and effective. If the Government undertook it, the sale of the lands would never meet the disbursement, and the difficulties to be encountered by delays in the transaction of the business at the Seat of Government, would alone retard the work and cause it to linger until it perished. Such a work by Government would absorb the entire legislation of the country, and being subject to changes of management and direction at each session, its progress would be utterly defeated ; the management of such a great work, and the amount of money which this plan would place as a stake to be carried off by the successful party in the struggle, would lead to every species of political corruption and bargaining to secure so vast a prize, which of itself would preclude the selection of the men of the character requisite to carry out the plan ; each administration would appoint its own partizans as directors, who would exert all the influence that their position, and the immense means at their command would give them, to sustain in power those on whom their offices depended. The only true way of carrying out this work is by private enterprize connected with the sale of the lands, under the protection of Government ; or else it must be accomplished by the Imperial Government alone.

The commencement of this work would make it a point of attraction to the whole population of Europe, daily flocking to American shores ; most of these are generally without means, nevertheless their labor is the capital which would grade the

road, and pay in part for the land. They would not only be interested in the road as a means for their daily bread, but would be sure that its results would benefit their condition, and elevate themselves and families to affluence. Civilization, with all its influences, would march, step by step, with the road, and would draw to it, after the first two years, 100,000 souls annually. Cities, towns and villages would spring up like magic, because the road—the cheap means for the transit of the products of man's labor to a market—would leave a rich reward for that labor, and as it proceeded produce the further means for the completion of all. The Government, in exchange for the substratum of a suffering population of indigent emigrants of the Mother Country would find its broad and fertile western territory sprinkled with hamlets and possessing a class of intelligent and happy husbandmen, the best pride and boast of a free country.

It will be at once perceived, that the plan proposed is based upon the assumption that a great portion of the country through which such Railway might pass, is capable of sustaining a large population, and also of furnishing the means of carrying the work over such portions of the line as should be found barren or unfitted for the abode of civilized man.

I propose now to show that such a description of favorable country exists to an almost unlimited extent, and that westward we have a vast wilderness of land which only requires the application of the labor of the now destitute, to produce abundant means for achieving this great work, richly reward that labor, and open out almost a new world as the inheritance of a British people. I might speculate upon the future, and predict what would be the vast, the mighty results by the accomplishment of this work, but it is my object to give a plain statement, which I believe to be based on facts, of the features of the country. There are two points upon Lake Superior from which such Railway might be commenced, each line striking the same point at the Lac La Pluie, a distance of about 125 miles, thence to the Lake of the Woods. The one starting at Pigeon River, perhaps, is a more direct route, and I believe in many

respects the better one ; the other starts from the Kaministiquia, at the mouth of which stands the Hudson's Bay Company's Establishment—Fort William. I will suppose that this latter route is followed, because, without merely asserting my own views and opinions as to its capability of sustaining an agricultural population, I can quote from the published work of another, showing the description and character of country through which I propose to pass, proving that at the moment of leaving the shores of Lake Superior we enter a country capable of providing for men all those necessities and comforts which civilization requires. The Kaministiquia is a large and fine river, but at the distance of about thirty miles up, navigation is obstructed by the Kakabeka Falls, a fall of about 140 feet ; the banks of the river are clothed with elm, birch and maple ; above the falls the river is again navigable, to the height of land which is reached in little over a day's travel by canoes.

The valley of this river is described by Sir George Simpson in his overland journey, and he says :—

“ One cannot pass through this fair valley without feeling that it is destined sooner or later to become the happy home of civilized men, with their bleating flocks and lowing herds, with their schools and churches, with their full garner and their social hearths. At the time of our visit, the great obstacle in the way of so blessed a consummation, was the hopeless wilderness to the eastward, which seemed to bar forever the march of settlement and cultivation. But that very wilderness, now that it is to yield up its long hidden stores, bids fair to remove the very impediments which hitherto it has itself presented. The mines of Lake Superior, besides establishing a continuity of route between the east and west, will find their nearest and cheapest supply of agricultural produce in the Valley of the Kaministiquia.”

Through the valley to the height of land, there exist no obstructions which cannot be readily overcome—from this height of land descending to the level of the beautiful Lake of the Thousand Islands, thence to Lac La Pluie and the Lake of the Woods. In reference to this portion, Sir George Simpson says :

“The river which empties Lac La Pluie into the Lake of the Woods, is decidedly the finest stream on the whole route in more than one respect: from Fort Francis (situated on Lac La Pluie) downward a stretch of nearly a hundred miles, it is not interrupted by a single impediment, while yet the current is not strong enough to retard an ascending traveller, nor are the banks less favorable to agriculture than the waters themselves to navigation; resembling the Thames near Richmond—from the very bank of the river there rises a gentle slope of green sward, crowned in many places with a plentiful growth of birch, poplar, beech, elm, and oak; is it too much for the eye of philanthropy to discern through the vista of futurity this noble stream, connecting as it does, the fertile shores of two spacious lakes, with crowded steamboats on its bosom, and populous towns upon its borders? The shores of this latter lake are not less fertile than the other, producing rice in abundance and bring maize to perfection.” The Lake of the Woods is connected again by a magnificent river 300 miles in length (the Winipeg) with the lake of that name lying to the northwest of the Lake of the Woods—these lakes, with others, being wholly within our own boundaries—the Lake of the Woods is about 80 miles long by 40 broad; Lake Winipeg is 280 long and 100 broad. The country in which these lakes are situated is called the Assiniboin, across which flows the Red River, emptying into Lake Winipeg; upon this river is established the Colony founded by Lord Selkirk. From the western side of the Lake of the Woods, the Winipeg River or Lake Winipeg, comprising a distance of near 300 miles, any point may be taken, and running directly west, not a single obstruction offers for carrying a Railroad to the very foot of the Rocky Mountains, a distance of 800 miles, carrying us through this magnificent country—the Assiniboin, watered by the river of its own name, and by the Red River, each flowing for hundreds of miles; further westward still we pass through the Saskatchewan country, through which flows the river of that name for 600 miles, navigable for large boats, &c.

Loaded carts traverse this immense country in every direction, and as a proof of how easily all this is accomplished, Sir

George Simpson travelled over 600 miles of these plains in 13 days, with 50 horses and loaded carts, and frequently caravans of 200 and 300 carts are traversing these plains, bearing the hunters with their families and equipages, in pursuit of the buffalo; thousands of which animals are destroyed merely for their hides. Sir George Simpson says he has seen ten thousand carcasses lying putrid and infecting the air for miles around, in one bed of the valley of the Saskatchewan. The valley of that river alone is equal to the extent of all England; it abounds in mineral, and, above all the blessings and advantages that can be conferred upon a country like this, is, that coal is abundant and easily obtained; it crops out in various parts of the valley. Speaking of some portions of this country, through which he was travelling, he says:—"The scenery of the day had been generally a perfect level; on the east, north and south, there was not a mound or tree to vary the vast expanse of green sward, whilst to the west were the gleaming bays of the winding Assiniboin, separated from each other by wooded points of considerable depth." Again—"The rankness of the vegetation savoured rather of the torrid zone, with its perennial spring, than of the northern wilds, brushing the luxuriant grass with our knees, and the hard ground of the surface was beautifully diversified with a variety of flowers, such as the rose, hyacinth, and tiger lily." Of the Red River settlement (in the Assiniboin country) he says: "The soil is a black mould, producing extraordinary crops, the wheat produced is plump and heavy; the soil frequently producing 40 bushels to the acre—grain of all kinds is raised in abundance; beef, mutton, pork, butter, cheese and wool, are productions which likewise abound, thus showing that to the foot of the Rocky Mountains, lies a country capable of being rendered the happy homes of millions of inhabitants, when facilities of communication shall be offered which can lead to it." To these statements of Sir George Simpson, might be added those of many others, in corroboration, were it necessary.

That the Rocky Mountains will present a formidable barrier to the construction of a Railway to the Pacific, cannot be

denied ; nevertheless I imagine that at the present day, there can scarcely be found any one so bold or rash as to assert, that obstructions will be found to exist which neither the science, skill, nor energy of man can overcome. Let immigration once reach the eastern slopes of the Rocky Mountains, and speedily would vanish all the most formidable obstacles which may now appear to present themselves.

Even now, there are several passes known through those mountains, whereby it may be practicable to carry steam to the western side. The goods and merchandize required by the Hudson Bay Company for carrying on their trade in the interior, often being landed on the shores of the Pacific, are transported through some of these passes to the eastern side. In his overland journey, Sir George Simpson ascended from the eastern, crossed, and descended to the Columbia river upon the western side, with forty-five pack-horses, in six or seven days, some days making forty miles a day.

Sir Alexander McKenzie, (at a pass further north) ascended the principal water of the McKenzie river to its head, which he found to be a small lake ; he crossed a beaten track leading over a low ridge of eight hundred and seventeen paces in length to another lake ; this was the head water of Fraser's river, which he followed down to where it discharges itself in the Georgian Gulf or Fuca Straits at 49° , thus showing that a communication between the east and west is open to us. In lat. $52\frac{1}{2}^{\circ}$, is also a pass affording facility of communication by the head waters of the Columbia and the north branches of the Saskatchewan ; up to this point, boats ascend from Fort Colville, which is in latitude about $48\frac{1}{2}^{\circ}$.

Wherever the head waters of the rivers on the east and west sides of the Rocky Mountains approach each other, there have been found passes through them.

The Rocky Mountains have been crossed by waggon at various points to the Columbia River, and to the Saptin or southern branch of that river and to the Wallawulla. Thomas P. Farnham, in 1840, crossed to the mouth of the Columbia, and found a waggon which had been run to the Saptin by an

American missionary from Connecticut, and left there under the impression that it could be carried no further through the mountains; but very soon after that, emigrants going out to Oregon, in 1843, crossed the Rocky Mountains to the Columbia with fifty loaded waggons, performing the journey without any loss or injury save the bursting of one waggon tire; and that ought to be sufficient to convince the most sceptical, that a Railroad to, and through the Rocky Mountains, is practicable beyond a doubt, and affording reason to believe that, upon a careful preparatory survey, which must be instituted, new passes through these mountains may be found adapted to the work within our own limits, and on a more direct line with the commodious harbours upon Fuca Straits.

One of the projected lines of Railway communication through the United States was proposed should terminate at Puget Sound. Colonel Fremont, one of the most scientific men in the United States, was directed to examine and report upon the feasibility of crossing the Rocky Mountains to such terminus. $48\frac{1}{2}^{\circ}$ N. lat. he examined, and reported its feasibility, stating that "impracticability is not to be named with the subject," either at that point, or even to carry it to San Francisco: "that difficulties from snow would be confined to short spaces, and these inconsiderable."

With reference to the country upon the western side of the mountains, within our boundaries, none perhaps is so well situated for communicating with all the countries and ports washed by the waters of the Pacific. Fuca Straits and the Georgian Sound abound with excellent harbours, without obstruction to ingress or egress at any season of the year; are unsurpassed for salubrity of climate, and for advantages are equal to any other country, whether considered under the head of agriculture, commerce, or even the capabilities of becoming a manufacturing one. It holds that position with regard to the Pacific and its islands, which must make it a ruler of its commerce; and when a direct communication shall have been opened from the eastern side of the continent, it must receive the aid of capital and immigration, and rise speedily to an importance scarcely to be paralleled.

The Rev. C. G. Nicolay says of this country :—"The growth of timber of all sorts, in the neighbourhood of the De Fuca Straits, adds much to its value as a naval station. Coal is found in the whole western district, but principally shows itself above the surface on the north side of Vancouver's Island. To these sources of commercial wealth, must be added the minerals—iron, lead, tin, &c.; and limestone is plentiful in the north. It will be found to fall short of few countries, either in salubrity of climate, fertility of soil and consequent luxuriance of vegetation and utility of productions; or in the picturesque character of the country."

Thus far, I have endeavoured to show the feasibility and expediency of constructing a Railway to the Pacific, through British territories. I may have failed in interesting readers in it sufficiently to excite the feeling to exert an influence on the accomplishment of so great a work. Our geographical position gives us advantages and facilities for carrying it out, which no other country possesses. We are placed so far north, that the climate would protect animal and vegetable productions from injury and destruction, and where the soil, for nearly the entire route, would be capable of sustaining population; thereby opening to settlement and production, the greatest possible extent of wilderness, otherwise forever useless. It is a subject of wide national interest; one of universal benevolence, opening to mankind the now uncultivated portions of an immense country, to the superabundant population of the Old World, building cities upon the silent shores of the Pacific, and growing corn upon the untrodden slopes of the Rocky Mountains. I am aware that many will be found, who will urge the impossibility, and unhesitatingly assert that such a work is impracticable. There never yet was any great work projected, which did not meet with its cavillers or opponents. To such I would reply, there is no work, no enterprise, too vast, too magnificent, if dependent alone upon the labor of man for its accomplishment, aided by the science and skill of the present day.

Within but a short time, we have seen a body of 20,000 Mormons traverse a wilderness of 1200 miles, and, seating

themselves at the foot of the Rocky Mountains, in one year place themselves in a most prosperous and flourishing condition : building up cities, and, in fact, acquiring the position of an independent State ; who shall tell us, then, that an extensive and systematic immigration to the fertile lands west of Lake Superior, cannot become equally flourishing, prosperous and happy ? If in the plan proposed there is any merit, it is to be ascribed to Mr. Whitney, of New York. It originated with him, and has become the foundation for many to build upon. In the United States, no less than six or seven different projects were brought forward, giving rise to sectional prejudices, and creating diverse interests, which has chiefly been the cause that none of the projected railways have been commenced, unless the one at Panama. Setting aside the advantages to be derived by this country in opening to immigration our western wilds, it will be well to consider whether it is possible, and if possible, whether some one of the projected routes through the United States be likely to be commenced or built, which would be the means of rendering one through our territories useless, for the purposes of controlling the trade of India, &c. I propose to show that not even a ship canal across the Isthmus of Panama, can compete with a communication by the head waters of Lake Superior and the Pacific.

The various routes advocated in the United States, for the construction of a Railway communication connecting the Atlantic and Pacific, are :—

1st. That termed the northern route, from Lake Michigan, terminating at Puget Sound.

2nd. A route from some point upon the Missouri, terminating at the mouth of the Columbia.

3rd. A route from St. Louis, terminating at San Francisco.

4th. A route from St. Louis, by way of the Gila, terminating at San Diego.

5th. A route from New Orleans across Texas.

6th. Over the Isthmus of Panama, by railroad.

7th. By Tehuantepec or Nicaragua, by ship canal.

The first or northern route is that projected by Mr. Whitney, who explored and examined the country westward of the Lakes

Michigan and Superior, for a distance of 800 miles, and compared with the other lines, it has been found to possess the greatest advantages ; it pursued a course along $48\frac{1}{2}$ degrees of north latitude, until it terminated at Puget Sound. It was found that thus keeping so far to the north, better lands were offered suitable for agriculture, timber more readily obtained, less difficulty in surmounting the hills, and all the large rivers in a measure avoided, inasmuch as only the head waters of these would be crossed ; besides, the distance by this route, 1800 miles, being from 300 to 500 shorter than the others, and the fact that at Puget Sound there always could be obtained supplies of coal from the adjoining British possessions at Fuca Straits. That this or no other particular route has been decided upon by the United States is, I believe, to be solely attributed to the sectional jealousies which the other proposed routes have created, the interests of those advocating the others, requiring a more southerly route, all being actuated by a fear that their section of their country would not secure its full benefits certain to follow from it. In as great a degree as this proposed northern route has advantages over all the others, so would one through British possessions possess advantages over it.

The more southern lines are all alike liable to the same or similar objections. They would cross a much greater extent of country, where the altitude of the mountains is much greater, and large rivers must be crossed, as well as immense tracts of sterile lands which cannot be inhabited ; and the want of coal or fuel throughout a very large portion of the line, and at the terminus upon the Pacific, must preclude anything like competition with one through British territories where the distance is so very much shortened, where there are less difficulties to overcome, and where the line would pass through some of the best lands in the western country, possessing a fine and healthful climate, and the greater part of which country may be densely populated.

The great barriers upon the American routes, are upon the one proposed through British possessions, modified or made clear by nature, and above all through the Valley of the

Saskatchewan, and at the terminus at Fuca Straits abundance of coal is at hand.

A canal across the Isthmus of Panama, at Nicaragua or Tehuantepec, has been mooted for near 200 years; surveys and explorations have been made, but it all rests where it commenced. It is true that this Isthmus forms but a narrow barrier between the two great oceans of the world, nevertheless there are innumerable obstacles in the way of its becoming the best, cheapest, or quickest route between Europe and Asia.

It is far from being among the most serious objections that the Isthmus of Panama is without harbours upon either side, with shoals and shallow waters difficult of access from either ocean, situated in the latitude subject to calms, squalls, and tornados; the climate unhealthy in the extreme, nine months in the year subject to excessive torrents of rain, and the thermometer ranging from 82° to 88° , and the other three months from 90° to 95° , a temperature and climate certain to destroy all animal and vegetable production, and also to injure greatly all manufactured goods.

In a transportation by Railway across the Isthmus of Panama steam must be used; depots of coal must become necessary, transported from an immense distance upon the Atlantic side, consequently the rate of freights must be so great as to preclude the transmission of merchandise. Upon the Pacific side depots of coal would become necessary at the Sandwich Islands or at the Marquesas or Society Islands; the distance from Panama to China, being over 9,000 miles, what steamer could carry freight in addition to her necessary fuel? For such route the cost of the quantity of fuel to be placed at such depots (a large portion, if not all of it, would most likely be brought from Fuca Straits,) would render the undertaking so unprofitable that it could not compete with the old route around the Cape. Again, the route across the Pacific from Panama, offers many difficulties to sailing vessels in the prevailing winds, calms, &c., so much so that even a vessel might pass round the Cape to China in a shorter space of time than from Panama.

If these objections were not sufficient of themselves to settle the question as to the advantages of the routes across the Isthmus

of Panama, the distance gained by a route from the head of Lake Superior to Fuca Straits will.

Many, perhaps, who have not reflected upon our position with regard to China, will be surprised to know that here, in Toronto, we are upwards of two thousand miles nearer Canton, than is the Isthmus of Panama to that place ; consequently, that through Canada, England can reach the great marts of Asia by a much shorter route than by any other.

Supposing that a ship canal was completed across the Isthmus of Panama, thereby obviating the necessary delays and heavy expenses of transshipment and transit upon a railway, &c., and the steamers passing through that canal of sufficient capacity to carry the fuel required for 9,000 miles, still neither distance nor time can be diminished. Let any one take the map of the world, he will see upon one side of us Europe at a distance of some 3,000 miles, upon the other, Asia, at a distance of some 5,000 miles. A line drawn from the great European to the Asiatic marts, passes through our great lakes and across Canada ; as we are thus placed in the centre, so may we become the thoroughfare of both.

From London to Panama, 81° of longitude and 42° of latitude must be overcome, which in a straight line, would vary little from	5,868 miles.
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From Panama to Canton, 170° of longitude is to be overcome, measuring 60 miles to a degree	10,200 "
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16,068 "

London to Quebec	2,800
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Quebec to Pigeon River, Lake Superior	1,150
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Pigeon River to Fuca Straits	1,500
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Fuca Straits to Canton	5,400
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10,850 "

Difference in favour of route through Canada	5,218 "
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This, most likely, will strike one as incredible, nevertheless it will be found not very far wrong ; and even a much greater

difference in favour of Fuca Straits will be found to exist when actual sailing distance is compared, ships often being obliged to run down far to the south or keep up far to the north to catch the winds.

It will be seen that in crossing the globe within the tropics, the degree of longitude measures full 60 miles, where on a course of 30° on a line to 60° latitude, measures but 47 miles to the degree.

	<i>Miles.</i>		<i>Miles.</i>
Panama to Japan....	7,600	Fuca Straits to Japan..	4,000
Panama to Shangee..	10,600	Fuca Straits to Shangee	5,000
Panama to Singapore..	10,600	Fuca Straits to Singapore	7,000
Panama to the Sand-		Fuca Straits to the Sand-	
wich Islands.....	3,400	wich Islands.....	2,400
Panama to Australia..	6,460	Fuca Straits to Australia	6,000

As to the advantages of the respective routes, comments are unnecessary, figures and facts settle the question; looking again to the terminus at Fuca Straits, we find advantages as to harbours, climate and position, in a degree commensurate to the disadvantages of Panama, and for steamers abundance of coal; the islands of Japan also abound in coal, where supplies can be had, and if necessary, depots might be made upon the Aleutian Isles; no sea is so remarkably adapted to steam navigation as the Pacific, its tranquil surface is scarcely ever agitated by a storm. For sailing vessels, Fuca Straits is equally advantageous, easy of access at all seasons of the year, being out of the latitudes of the prevailing calms; the passage could be made out and back with the trades; the course to the great commercial marts of Asia would be west of south, and the north-east trade winds blow almost uninterruptedly, returning by a more northerly route, advantage would be taken of the polar currents which set northward towards Bhering Straits, and also of the more variable winds in higher latitudes.

I have thus endeavoured to compare with each other, the different routes proposed for this great highway of the world, to explain the plan by which it is proposed to accomplish it, and to show that the very route which circumstances force us to take, is the only route suitable for the accomplishment of

such a magnificent work. British capitalists, it appears, are ready to give their aid towards the construction of a similar communication across the Isthmus of Panama, where must be incurred a much greater expenditure of money than would serve to build the Railway within our own territories, and even then, unless nature herself can be overcome, they cannot attain their object; whilst here, nature invites the enterprise, and where they have no favors to ask of foreign nations, where they will have security that the way shall never be closed to the enterprise of the British merchant, and whereby her possessions upon the Pacific will be secured to Britain for all time to come, and be an additional guarantee for the perpetuity of her dominion upon this continent, it would create a union among all her people which could not be dissolved, with the trade of the world her own forever; cemented by the affections and undivided interests of her subjects in Europe and in Asia, by means of her Canadian Empire, bound together with sinews of iron.

The view that this opens upon the mind, independent of its internal benefits, staggers speculation with its immensity, and stretches beyond all ordinary rules of calculation. The riches of the most unlimited market in the world would be thrown open to it; and obeying the new impulse thus imparted to it, England's commerce would increase until every billow between us and China bore her meteor flag. By the superior facilities conferred upon us, by our position to control the whole Pacific, and the route through our own country, we would become the common carrier of the world.

Again: Vast countries still lie in the fairy regions of the East, the productions and resources of which are scarcely known to us, and only await the civilising influence of such a scheme as this, to throw down the barriers of prejudice and superstition. Of this nature and character is the opulent empire of Japan. Though second but to China itself, it holds no intercourse with foreigners, and only permits one nation to land upon its dominions (the Dutch). Ought it to be too much to hope that thus being brought so near to us, some diplomacy or com-

mercial interests would throw its rich markets open to our enterprise.

The cost of the work, even though it should amount to a hundred millions, is no argument to urge against the undertaking which would render every nation on the globe our commercial tributaries. But this is a most extravagant estimate. It would scarcely amount to eight millions, less, indeed, than would be required to cut a canal across the Isthmus of Panama, as is proposed, entailing, perhaps, upon England, some future war, to maintain the rights of her subjects in using such canal, the expenses of which would build a dozen railways; a war that might leave England enfeebled, exhausted, and depressed. The completion of the proposed Railway through British possessions, would find her regenerated with new life, her impulses re-awakened, her energies strengthened, and advancing with a rapidity and vigor that would astonish Destiny herself.

The distance from the head of Lake Superior to the Pacific being about 1,500 miles, then allow for detours and crossing the Rocky Mountains, say 250 miles, making in all 1750.

To construct such a road would cost about £5,000 per mile, making a total of £8,750,000.

From the point where it might start upon Lake Superior to Lac la Pluie, would be the most expensive portion upon this side of the Rocky Mountains; from Lac la Pluie onward, the land is of the best quality for the production of food for man, well watered, covered with rich grass, &c. The farmer wants but the plough, the seed, the scythe and the sickle; at the above rate, ten miles of railway would cost £50,000. Five miles by sixty contain 192,000 acres, the whole of this sold at say 5s. per acre, would not produce the sum required for the bare expense of building, thereby showing that the request made for 60 miles is not unreasonable.

Without directing attention to the trade carried on throughout the Pacific, by France, by Holland, and other continental nations, and also by the United States, let us look only to England, it will afford some idea of the incalculable advantages which such a communication would open out through this country.

Imports into Great Britain from the following ports	
From Bengal, Madras and Bombay, as taken from	
<i>Hunt's Merchant's Magazine</i> for March, 1843,	
including all to Continental Europe, and North	
and South America, annually,	
	£12,000,000
Less for the amount to France and America,	2,489,340

£ 9,510,660

From Sumatra and Java (commercial tariff, part 6)	215,216
The Philippine Isles,	346,692
New South Wales and Van Diemen's Land (table	
of revenue, part 12, page 474)	1,118,088
Mauritius (table of revenue, part 12)	806,593
Chili, estimated at	1,500,000
Peru, estimated at	1,000,000

£14,497,240

From China the total amount of various produc-	
tions, teas, silks, &c.,	5,000,000

£19,497,240

To which must be added the exports from Great Britain, which are sent in exchange for the above productions. The imports and exports of the Dutch East Indies and the French East Indies, should also be considered, as also the exports and imports of the United States ; all would be tributary to such a road.

The Imperial Government have contracted to pay,	
per annum, for the transmission of a Monthly	
Mail to Chagres,	
	£250,000
And from Panama to Callao, for communicating	
with the Navy and Officers in the Pacific,	20,000

£270,000

Having thus alluded to the importance to be attached to the opening of such a communication as proposed with the Pacific, and to the comparative advantages, in a strictly commercial point of view, between it and the Isthmus of Panama, it may not

be inappropriate to again advert to it, as regards the effect the constructing of a canal at the latter would have upon England's maritime supremacy.

As early as the seventeenth century, a company projected by William Patterson, was formed in Scotland, to improve the advantages offered by the Isthmus of Darien, £700,000 was raised, and 1200 men set sail to found a colony, but being denounced by Government, and attacked by a Spanish force, they sunk under accumulated misfortunes, and abandoned the enterprise in despair. The project seems to be again revived, and a Company is now forming in London to carry out the scheme of a ship canal by means of British capital, an almost suicidal act to England's supremacy on the seas, for it would thus contribute to afford superior facilities and advantages to other nations, and particularly to her enterprising rival the United States, from whose rapid strides towards maritime equality England has much to fear. Through her geographical position the United States can more readily avail herself of the benefits to be derived from this course than any other nation. Her fleets would steam in one unbroken line through the Gulf of Mexico; her naval power would overawe our settlements upon the north-west coasts; and her influence extend itself throughout all our Indian possessions. The Marquesas Islands, in case the project be carried into effect, lying directly in the route of the navigation to India, would at a step advance into one of the most important maritime ports in the world, whilst the Society Islands, also in the possession of France, would enhance immensely in their value; more than all, returning back, the vessels of all Europe would ere long procure their tropical productions from the newly awakened Islands in the Pacific Ocean, in just the degree that their value would increase the West India possessions would depreciate. By changing the route through the Isthmus of Panama, England would voluntarily resign into other hands those commanding maritime and naval stations which she has won at the expense of so much diplomacy, perseverance and wealth. The power and advantages of Saint Helena, Mauritius, Capetown, and the Falkland Islands, commanding the passage round Cape Horn, would be transferred to New Orleans and other Cities of the

United States bordering upon the Gulf of Mexico, to Cuba, Chagres, Panama, and the Marquesas Islands.

By the present route around the Cape of Good Hope and through the Isthmus of Suez, she has a fair start with the best, and superior chance over most other nations for the Indies, and while her established power and superior marine in that region secures a preponderance in trade, better let well alone, unless she can gain superior advantage.

The commerce of India in every age has been the source of the opulence and power of every nation that has possessed it; by a silent and almost imperceptible operation, India has been through centuries the secret but active source of the advance of mankind, and while lying apparently inert in her voluptuous clime, has changed the maritime balances of Europe with the visit of every people that has sought the riches of her shores. Her trade imparted the first great impulse to drowsy and timid navigation—it revealed, in the direction of its coasts, region after region before unknown. Like the Genii in the fable, it still offers the casket and the sceptre to those who, unintimidated by the terrors that surround it, are bold enough to adventure to its embrace. In turn Phœnicia, Carthage, Greece, Rome, Venice, Pisa, Genoa, Portugal, Holland, and lastly England, has won and worn this ocean diadem; Destiny now offers it to us.

No. 9.

RETURNS from the several Rail Road Companies,—shewing the names of the Stockholders, and the amount of Stock subscribed and paid in since the passing of the Act 12 Vict., c. 29, for affording the Government Guarantee to Rail Roads, (excepting that for the Great Western, which embraces the whole amount of Stock subscribed.)

A.

LIST OF STOCKHOLDERS &c., of the Great Western Railroad Company, Hamilton, 8th August, 1851.

Names of Stockholders.	Residence.	Shares Subscribed.	Value.			Amount paid in.			Per Cent.
			£	s.	d.	£	s.	d.	
John Arnold	Toronto	20	500	0	0	175	0	0	35
John Applegarth.....	Hamilton	3	75	0	0	11	9	7	15
B. Arthur.....	Paris	5	125	0	0	33	4	10	25
William Allan.....	Hamilton	1	25	0	0	6	9	2	25
John Addison.....	do.	2	50	0	0	5	5	7	10
Michael Aikman.....	do.	10	250	0	0	39	6	0	15
William Atkinson & Co.	do.	20	500	0	0	154	16	11	30
Adam Ainslie	Galt	4	100	0	0	10	2	8	10
J. W. Brookes	Detroit.....	10	250	0	0	75	7	6	30
James Brown.....	Galt	4	100	0	0	10	2	0	10
Alexander Buchanan.....	do.....	10	250	0	0	25	5	0	10
George Barrie.....	do.....	4	100	0	0	5	1	0	5
Hugh C. Barwick.....	Woodstock.....	5	125	0	0	31	18	0	25
John Barwick	do.	3	75	0	0	22	15	4	25
Thomas N. Best.....	Hamilton	5	125	0	0	12	17	4	10
Buchanan, Harris & Co.....	do.	200	5000	0	0	1750	0	0	35
Nicholas Boylan.....	do.	2	50	0	0	2	11	6	5
Richard Bull.....	do.	10	250	0	0	51	3	11	20
Allan Blyth	do.	1	25	0	0	3	17	3	15
George Burton.....	do.	19	475	0	0	214	13	0	40
H. C. Beecher.....	London	2	50	0	0	10	11	4	20
William Balkwell	do.	2	50	0	0	10	10	11	20
H. Burwell.....	do.	2	50	0	0	8	0	10	15
Charles Brookes.....	do.	1	25	0	0	10	6	11	40
H. C. Baker.....	do.	16	400	0	0	160	8	9	40

William Bellamy.....	2	50	0	0	12	16	11	25
John Burns.....	2	50	0	0	5	4	1	10
R. Benner & Co.....	2	50	0	0	19	8	8	35
Alexander Buntin	2	50	0	0	15	6	0	30
John Brown.....	1	25	0	0	5	3	2	20
Tristram Bickle.....	3	75	0	0	19	4	0	25
Alfred Booker	1	25	0	0	5	2	7	20
Arthur Bowen	2	50	0	0	15	8	4	30
Josias Bray	1	25	0	0	7	12	8	30
W. L. Billings.....	5	125	0	0	38	14	6	30
R. S. Beasley	2	50	0	0	12	15	1	25
Thomas Cheer.....	1	25	0	0	5	9	2	20
Peter Carroll.....	20	500	0	0	313	13	5	60
Malcolm Cameron.....	50	1250	0	0	381	11	7	30
G. Carter.....	1	25	0	0	8	1	10	30
D. Caw.. ..	5	125	0	0	26	6	6	25
Hiram Capron	20	500	0	0	126	7	6	25
Horace Capron.....	5	125	0	0	45	2	6	35
Thomas Childs.....	1	25	0	0	7	16	0	30
Stephen Collins	1	25	0	0	7	13	4	30
James Cummings.....	5	125	0	0	38	18	8	30
Geo. E. Cartwright.....	1	25	0	0	7	15	5	30
James F. Carter.....	2	50	0	0	7	14	8	15
Anthony Copp.....	1	25	0	0	6	9	2	25
William Copp.....	1	25	0	0	6	9	2	25
William Cragie	4	100	0	0	5	6	9	5
Joel Carpenter	2	50	0	0	15	5	11	30
Hiram Cook	40	1000	0	0	205	0	10	20
Charles O. Counsel.....	3	75	0	0	22	10	0	30
Malcolm Cowan.....	112	2800	0	0	701	4	6	25
Andrew Clark	2	50	0	0	17	14	3	35
Carried over.....	661	16525	0	0	5054	12	0	

List of Stockholders, &c., Gt. Western R. Rd. Co.—Continued.

Names of Stockholders.	Residence.	Shares Subscribed.	Value.			Amount paid in.			Per Cent.
			£	s.	d.	£	s.	d.	
James Cowan	Brought over	661	165	25	0	505	4	0	
James Crombie	Galt	5	125	0	0	43	17	5	35
Erastus Corning	do.	5	125	0	0	6	6	3	5
Henry Davis	Albany	10	250	0	0	75	7	6	30
Richard O. Duggan	London	2	50	0	0	16	3	10	30
J. D. Dent	Hamilton	10	250	0	0	6	10	0	2½
W. L. Distin	Woodstock	2	50	0	0	15	8	3	30
James Donahugh	Hamilton	10	250	0	0	64	16	1	25
Daniel Dewey	do.	1	25	0	0	6	8	4	25
Thomas Davidson	do.	4	100	0	0	25	8	10	25
Edwin Dally	do.	5	125	0	0	38	3	5	30
Walter H. Dickson	do.	2	50	0	0	7	13	1	15
Lockhart Duff	Niagara	40	1000	0	0	450	5	0	45
John Davidson	do.	5	125	0	0	25	18	11	20
William Dickson	do.	10	250	0	0	87	15	0	35
Joseph Elson	Galt	100	2500	0	0	750	12	6	30
James B. Ewart	London	4	100	0	0	32	0	10	35
Daniel S. Eastwood	Dundas	22	550	0	0	192	10	0	35
William J. Eccleston	Hamilton	5	125	0	0	25	14	4	30
John Ewart	do.	1	25	0	0	7	15	11	30
Andrew Elliott & Co.	England	66	1650	0	0	577	10	0	35
Robert Frank	Galt	10	250	0	0	87	15	2	35
Robert Fennell	London	1	25	0	0	8	1	4	35
S. B. Freeman	do.	1	25	0	0	8	6	4	35
John Falkner	Hamilton	10	250	0	0	87	10	0	35
Charles Foster	do.	1	25	0	0	9	15	0	35
	do.	2	50	0	0	10	7	8	20

Richard Fairclough.....	Hamilton	5	125	0	0	25	9	8	20
Farwell & Co.....	do.	390	9750	0	0	9796	16	0	100
William Ferguson	Galt	4	100	0	0	35	1	8	35
R. and D. H. Forbes	do.	4	100	0	0	5	1	0	5
John M. Forbes.....	Boston	10	250	0	0	75	7	6	30
Ferrell Van Voorthis & Co.	Hamilton	52	1300	0	0	1300	0	0	100
James Geddes	do.	1	25	0	0	4	1	6	15
Daniel M. Gilkison	Brantford	2	50	0	0	11	14	3	20
J. G. Goodhue	London	4	100	0	0	21	2	5	20
John Gallagher	Hamilton	1	25	0	0	8	15	0	35
William Gordon	do.	1	25	0	0	8	15	0	35
Peter Grant.....	do.	5	125	0	0	32	7	4	35
John Gardiner.....	do.	1	25	0	0	6	7	11	35
William H. Glasco.....	do.	3	75	0	0	19	9	5	35
John P. Gibbs.....	do.	1	25	0	0	6	8	7	25
J. and D. B. Galbreath.....	do.	5	125	0	0	43	15	0	35
James Gamble.....	do.	1	25	0	0	7	13	4	30
Thomas Gillesby.....	do.	5	125	0	0	12	16	1	10
Municipality of Galt.....	Galt	1000	25000	0	0	8725	0	0	35
Henry J. Greenstreet.....	Paris	10	250	0	0	76	3	6	30
A. J. Gordon.....	Hamilton	2	50	0	0	12	19	6	25
Robert Gillespie.....	Galt	5	125	0	0	12	11	5	10
William Grey.....	Beverly	1	25	0	0	25	0	0	100
Charles Huil.....	Seneca	2	50	0	0	10	2	10	20
A. Hope.....	London	2	50	0	0	12	19	11	25
James Hamilton.....	Dundas	41	1025	0	0	1025	0	0	100
John Ogilvey Hatt.....	Hamilton	30	750	0	0	187	5	8	25
Robert W. Harris	do.	123	3075	0	0	1076	5	0	35
D. J. Hughes.....	London	4	100	0	0	21	5	2	20
Richard Harper	Hamilton	1	25	0	0	7	16	8	30
Stephen Hewson.....	do.	3	75	0	0	13	19	1	20
Carried over		2714	67850	0	0	30350	3	5	

List of Stockholders, &c., Gt. Western R. Rd. Co.—Continued.

Names of Stockholders.	Residence.	Shares Subscribed.	Value.			Amount paid in.			Per Cent.
			£	s.	d.	£	s.	d.	
Hamilton & Kneeshaw	Brought over	2714	67850	0	0	30350	3	5	
Alexander Hamilton	Hamilton	3	75	0	0	19	8	2	25
Richard Hardiker	do.	4	100	0	0	31	0	1	30
Charles L. Helliwell	do.	5	125	0	0	39	1	6	30
John R. Holden	do.	5	125	0	0	25	13	10	20
Peter Hess	do.	10	250	0	0	12	10	0	5
Thomas B. Harris	do.	40	1000	0	0	766	19	6	75
City of Hamilton	do.	3	75	0	0	22	19	7	30
Richard Juson	do.	4000	100000	0	0	35000	0	0	35
James W. Innman	do.	40	1000	0	0	306	4	7	30
John Judd	do.	1	25	0	0	7	13	3	30
Stephen J. Jones	do.	5	125	0	0	31	11	10	35
Edward Jackson	do.	5	125	0	0	43	15	0	35
Charles Kelly & Co.	do.	20	500	0	0	152	19	2	30
William G. Kerr	do.	10	250	0	0	87	10	0	35
Samuel Kirkendall	do.	10	250	0	0	77	4	10	30
Francis Kennedy	do.	5	125	0	0	38	7	4	30
Aeneas Kennedy	do.	4	100	0	0	35	7	9	35
Arch. Kerr	do.	4	100	0	0	35	5	6	35
Thomas Knox	do.	40	1000	0	0	350	0	0	35
William Knox	do.	2	50	0	0	11	12	8	20
T. C. Kerr	do.	2	50	0	0	7	12	2	15
A. W. Light	do.	40	1000	0	0	350	0	0	35
Joseph Lister	Woodstock	10	250	0	0	33	9	5	35
John P. Larkin	Hamilton	5	125	0	0	26	11	8	30
W. Lapenotier	do.	13	325	0	0	109	18	9	30
	Woodstock	2	50	0	0	10	12	9	20

A. Logie.....	Hamilton	10	250	0	0	64	18	6	25
H. J. Lawry.....	do.	3	75	0	0	19	7	0	25
Joseph Levis.....	do.	2	50	0	0	2	12	0	5
Town of London.....	do.	1000	25000	0	0	8800	0	0	35
Robert N. Law	do.	1	25	0	0	4	15	10	15
Samuel Mills.....	do.	4	100	0	0	100	10	0	100
J. Mullin.....	do.	1	25	0	0	4	0	0	15
Nehemiah Merritt	do.	13	325	0	0	113	15	0	35
Edward Matthews.....	do.	12	300	0	0	49	3	2	15
W. F. Murray.....	do.	2	50	0	0	13	7	5	25
C. L. Monsarrat.....	London	4	100	0	0	5	16	6	5
N. E. Manwaring, jun.....	St. George	3	75	0	0	16	2	3	20
N. E. Manwaring, sen.....	do.	5	125	0	0	27	7	10	20
John Mitchell.....	Hamilton	4	100	0	0	35	0	0	35
E. A. F. Moore.....	do.	13	325	0	0	100	4	9	30
William Milsted.....	do.	1	25	0	0	8	15	0	35
Patrick Morgan.....	do.	1	25	0	0	5	3	10	20
John Moore.....	do.	1	25	0	0	6	7	11	25
Joseph B. Matthews	do.	5	125	0	0	32	3	10	25
Dennis Moore.....	do.	10	250	0	0	78	2	10	30
Joseph Mills.....	do.	2	50	0	0	15	0	0	30
Timothy Murphy.....	do.	5	125	0	0	39	0	8	30
James Miller	do.	1	25	0	0	11	10	8	40
Andrew Malcolm.....	Galt	4	100	0	0	35	1	0	35
Stephen Moffatt.....	do.	5	125	0	0	6	6	4	5
John Miller.....	do.	10	250	0	0	25	5	2	10
Dudley Merrills	London	2	50	0	0	15	0	9	30
County of Middlesex.....	do.	1000	25000	0	0	8750	0	0	35
Moore & McElroy.....	Hamilton	45	1125	0	0	1125	0	0	100
Mary McKay	London	10	250	0	0	51	5	5	20
Allan N. MacNab	Hamilton	151	3775	0	0	1321	5	0	35
Carried over		9332	233300	0	0	89866	3	5	

Robert Osborne.....	Hamilton	4	100	0	0	25	15	5	25
Osborne & Wylie.....	do.	6	125	0	0	43	15	0	35
J. R. O'Higgins.....	do.	1	25	0	0	6	7	4	25
County of Oxford.....	do.	1000	25000	0	0	8800	0	0	35
William Osborne.....	do.	10	250	0	0	260	0	0	100
Elizabeth O'Brien.....	do.	5	125	0	0	51	11	1	40
Joseph Peers.....	Woodstock	5	125	0	0	31	8	7	25
Samuel Peter.....	London	3	75	0	0	12	15	8	15
Charles Patterson.....	Hamilton	1	25	0	0	3	16	1	15
Thomas S. Powell.....	do.	5	125	0	0	38	16	8	30
Thomas Reid.....	St George	1	25	0	0	4	0	2	15
R. Riddell.....	Woodstock	2	50	0	0	16	19	0	30
H. and H. Repege.....	Simcoe	1	25	0	0	4	0	6	15
James W. Ritchie.....	do.	8	200	0	0	44	17	9	20
Robert Roseberg.....	Paris	2	50	0	0	13	2	1	25
W. Robson.....	London	1	25	0	0	5	4	10	20
W. A. Rumsey.....	Ingersoll	10	250	0	0	39	7	4	15
James Reid.....	Hamilton	2	50	0	0	5	5	9	10
Samuel W. Ryckman.....	do.	20	500	0	0	103	9	5	20
Francis Russell.....	do.	1	25	0	0	6	8	3	25
Collin D. Reid.....	do.	4	100	0	0	25	11	5	25
Robert Roy.....	do.	2	50	0	0	12	15	10	25
John Rush.....	do.	3	75	0	0	19	6	0	25
E. R. Sullivan.....	do.	2	50	0	0	7	10	0	15
Stanton & Hudson.....	St. George	1	25	0	0	4	0	3	15
Andrew Smith.....	Woodstock	2	50	0	0	18	6	0	35
Robert Sumner.....	London	1	25	0	0	4	3	10	15
George Stanton.....	St. George	3	75	0	0	16	4	0	20
A. Spottiswood.....	Paris	5	125	0	0	25	18	2	20
David Smith.....	Hamilton	1	25	5	0	3	18	11	15
George Sterling.....	do.	3	75	0	0	15	12	2	20
Carried over		10786	269350	0	0	109225	7	2	

List of Stockholders, &c., Gt. Western R. Rd. Co.—Continued.

Names of Stockholders.	Residence.	Shares Subscribed.	Value.		Amount paid in.			Per Cent.
			£	s.	£	s.	d.	
Scarth & Firth.....	Brought over	10786	269650	0	102225	7	2	
William Snowden.....	Hamilton	4	100	0	20	16	0	20
Donald Stuart.....	do.	13	325	0	97	16	9	30
Chas. H. Stoko.....	do.	1	25	0	7	16	0	30
Stewart & Co.....	do.	5	125	0	8	15	0	35
Richard P. Street.....	do.	4	100	0	32	8	11	25
Thomas Smith.....	do.	2	50	0	35	8	11	35
Robert R. Smiley.....	do.	10	250	0	89	19	6	30
Geo. Sunley.....	do.	3	75	0	19	9	7	35
Pillans S. Stevenson.....	do.	5	125	0	38	16	1	25
Thomas M. Simons.....	do.	3	75	0	19	1	2	30
Chas. A. Sadlier.....	do.	9	225	0	138	13	10	60
J. E. Sabine.....	do.	1	25	0	8	15	0	35
Robert Smith.....	England	22	550	0	192	10	0	35
John Stephens.....	London	1	25	0	5	9	3	20
Gideon Shepherd.....	Hamilton	2	50	0	12	11	11	25
Absalom Shade.....	Galt	40	1000	0	301	0	8	30
Jonathan Simpson.....	Hamilton	10	250	0	100	10	10	40
George S. Tiffany.....	do.	40	1000	0	988	2	6	95
Daniel Tottens.....	Paris	12	300	0	79	19	9	25
Patrick Thornton.....	Hamilton	1	25	0	3	17	8	15
George Taylor.....	do.	2	50	0	17	10	0	35
John and James Turner.....	do.	3	75	0	26	5	0	35
E. Cartwright Thomas.....	do.	2	50	0	12	14	5	25
N. H. Titus & Co.....	do.	10	250	0	51	6	3	20
William Tallman.....	do.	2	50	0	50	5	4	100

Henry Vansittart.....	Woodstock.....	25	625	0	0	128	19	3	20
John G. Vansittart.....	do.	12	360	0	0	105	0	0	35
Hugh B. Wilson.....	Hamilton	5	125	0	0	16	4	7	15
John White.....	do.	16	400	0	0	155	2	10	35
James S. Wetenhall.....	do.	8	200	0	0	45	18	0	20
Charles Wardman.....	do.	3	75	0	0	23	5	10	30
James L. Wilson.....	do. ..	3	75	0	0	25	16	3	30
John Waugh.....	do.	1	25	0	0	3	17	4	15
James Walker.....	do.	4	100	0	0	20	15	5	20
James M. Williams.....	do.	21	525	0	0	165	7	9	30
John White.....	Palermo	5	125	0	0	25	15	10	20
Thomas White.....	Galt	6	150	0	0	15	3	0	10
John Young.....	Hamilton	10	250	0	0	87	10	0	35
John Young, jun.	do.	2	50	0	0	17	10	0	35
Edward Zealand.....	do.	4	100	0	0	20	10	7	20
Edward Zealand, jun.	do.	4	100	0	0	20	10	7	20
William Zealand.....	do.	4	100	0	0	20	10	7	20
John Vernam & Co.	do.	7	175	0	0	175	0	0	100
John Dunn	do.	1	25	0	0	3	16	7	15
Sundries payments on stock } this day.....	... ..	... ..	...	...	...	159	16	6	
Forfeited stock .....	... ..	11135	278375	0	0	105837	2	2	
	... ..	... ..	...	...	...	12157	19	8	
Total amount received...	... ..	... ..	...	...	...	117995	1	10	

Seven Instalments of 5 per cent each of the Capital Stock has been called in.

ROBERT W. HARRIS,
President.
J. GILKISON, Secretary.

Office of the
Great Western Railroad Company,
Hamilton, 8th August, 1851.

B.

ALPHABETICAL LIST of the Shareholders of the St. Lawrence and Atlantic Railroad Company, taken from the Company's Share Books, 6th August, 1851.

Jean Baptiste Allard.....	4	Four	Shares.
Robert Armour.....	24	Twenty-four	"
Armour & Ramsay.....	30	Thirty	"
Allison & Company	10	Ten	"
James Adley	4	Four	"
Teavil Appleton	2	Two	"
C. Austin	4	Four	"
Robert Fisher Andrews.....	2	Two	"
Francisco Joseph Alves. ...	4	Four	"
W. Auld.....	4	Four	"
Alexander Arthur.....	4	Four	"
Charles Alexander	2	Two	"
James Armstrong	2	Two	"
James D. Adams.....	2	Two	"
Willard Ayer	2	Two	"
Gardner Ayer.....	2	Two	"
Carleton Ayer.....	2	Two	"
Enos Alger	2	Two	"
A. A. Adams	6	Six	"
Ezra Aldrick	2	Two	"
L. and Ira M. Aldrick.....	2	Two	"
Thomas C. Allis.....	2	Two	"
Andrew Armstrong.....	2	Two	"
Job Adams.....	2	Two	"
Stephen Allen.....	2	Two	"
William Arms.....	4	Four	"
Antoine S. Archambault	2	Two	"
Henry Archbald	4	Four	"
L. Archambault	2	Two	"
Thomas Bell.....	4	Four	"
Hon. Joseph Bourret.....	4	Four	"
Hon. Francis P. Bruneau.....	10	Ten	"
Jean Bruneau	10	Ten	"
Joseph Boulanget.....	4	Four	"
F. X. Brazeau.....	6	Six	"
F. M. Belinge.....	4	Four	"
C. A. Brault.....	4	Four	"
Jean Baptiste Brousseau.....	12	Twelve	"
A. Burroughs.....	4	Four	"
P. B. Badeaux.....	2	Two	"
John Boston.....	10	Ten	"
Tancred Bouthillier.....	10	Ten	"
O. T. Bruneau	4	Four	"
J. U. Beaudry.....	8	Eight	"
Carried Forward.....	232	.....	Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

	Shares.
Brought Forward.....	232	
Charles Bowman.....	4	Four
Budden & Vennor.....	4	Four
John C. Becket.....	2	Two
Samuel Benjamin.....	4	Four
F. Benoit.....	4	Four
Catanis J. Buel.....	2	Two
Joseph Bertheaume.....	2	Two
Louis Joseph Beliveau.....	2	Two
Louis Blache.....	4	Four
Thomas Bell.....	2	Two
William Phillip Bennett.....	4	Four
G. R. Brown.....	2	Two
John Brodie.....	4	Four
G. C. Beck.....	4	Four
Therese Berthelet.....	10	Ten
William Berczy.....	2	Two
Henry E. Benson.....	8	Eight
J. L. Beaudry.....	4	Four
A. Brault & Co.	2	Two
Joseph Beaudry.....	2	Two
Joseph A. Berthelot.....	2	Two
William W. Brown.....	4	Four
Joseph Belle.....	4	Four
Louis Blanchard.....	2	Two
William M. Brown.....	4	Four
Plessis Bellair.....	2	Two
Louis R. Plessis Bellair.....	2	Two
L. P. Boivin.....	4	Four
J. B. Beaudry.....	8	Eight
David Brown.....	4	Four
Emeline B. Bent.....	2	Two
William Benjamin.....	4	Four
Joseph Brassard.....	2	Two
Strachan Bethune.....	6	Six
Pierre Beaubien.....	20	Twenty
Joseph Beaubien.....	2	Two
J. Baty.....	2	Two
Robert Bulfour.....	2	Two
Francis Badgley.....	4	Four
E. Baird.....	2	Two
J. Bastien.....	4	Four
Lambert Bleau.....	2	Two
Pierre Beaudry.....	20	Twenty
Robert Bennett.....	2	Two
George Busby.....	2	Two
Louis Barsalo.....	10	Ten
Robert Bulie.....	2	Two
William Bristow.....	10	Ten
Carried Forward:.....	438	.....Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

		Shares.
Brought Forward.....	438	.....
Campbell Bryson	4	Four "
British American Land Company.....	1000	One thousand "
Samuel Brooks	100	One hundred "
William Brooks	20	Twenty "
Charles Brooks	10	Ten "
Warren Betts	2	Two "
Peter Bowen	6	Six "
John C. Burbeck.....	2	Two "
G. E. and A. Brown	2	Two "
John S. Bacon.....	2	Two "
Richard Baldwin.. ..	4	Four "
Levi Baldwin	2	Two "
Ebenezer Bacon	4	Four "
Azro Bliss	2	Two "
C. A. Bailey	2	Two "
John Bellows	2	Two "
George W. Brooks	10	Ten "
Lotes Baldwin.....	2	Two "
Gardner Boynton	2	Two "
O. G. Brown	2	Two "
Martin Bissell.....	2	Two "
Joel Baker	2	Two "
Simon Beattie.....	2	Two "
John Bothwell.....	2	Two "
Nelson Bartlett	2	Two "
Moses Barnett.....	2	Two "
L. C. Ball	10	Ten "
A. P. Ball	2	Two "
Aaron T. Bangs	2	Two "
Charles B. Barton	4	Four "
Jesse P. Boynton	2	Two "
Eli Bangs.....	2	Two "
Ebenezer Barry	2	Two "
T. C. Butler	2	Two "
James Burie	2	Two "
David Ball	2	Two "
Henry Becket	4	Four "
John W. Baxter	10	Ten "
James Brodie	4	Four "
Leonard K. Burton	2	Two "
Maurice Buckley	4	Four "
Charles Beauregard	4	Four "
Edward Benoit	6	Six "
Leonard Boivin	6	Six "
Alexander Bell	2	Two "
Black, Wood, & Company.....	4739	{ Four Thousand Seven Hundred & Thirty-Nine "
Carried Forward.....	6441	.....Shares

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	6441	.....Shares.
Thomas Bell Blythe	4	Four "
Doctor Thomas Boutillier	4	Four "
John Brooke	42	Forty-two "
Hilaire Bernier	2	Two "
C. S. Cherrier	10	Ten "
C. J. Coursoll	2	Two "
George E. Cartier	10	Ten "
Doctor James Crawford	4	Four "
Andrew Cowan	4	Four "
W. F. Coffin	10	Ten "
Carter, Cowan, & Company	20	Twenty "
Cowan & Cross	4	Four "
R. Campbell	4	Four "
Francis Clarke	4	Four "
S. and W. Charles	6	Six "
Edgar Cook	4	Four "
C. Cormier	2	Two "
R. C. Chevalier	2	Two "
James Clark	2	Two "
Leandre Chaput	2	Two "
J. Cushing	2	Two "
Norton B. Corse	2	Two "
Trefly Cherrier	4	Four "
R. and H. Corse	16	Sixteen "
Alexander Cross	4	Four "
John Caverhill	4	Four "
Moses Carter	4	Four "
James Claffey	2	Two "
Abraham Clement dit Larivière	4	Four "
Joseph Content	2	Two "
Joseph Civalier	2	Two "
Louis Catis	2	Two "
Madame Catis	2	Two "
James Cooper	2	Two "
John Chester	2	Two "
John Craig	6	Six "
William Connelly	20	Twenty "
N. O. Coursolle	2	Two "
Joseph Cheney	2	Two "
William Christie	2	Two "
Rev. M. Charbonel	4	Four "
John Connelly	4	Four "
Thomas Edmond Campbell	80	Eighty "
Louis Comte	4	Four "
W. C. H. Coffin	4	Four "
Lewis Comte	16	Sixteen "
C. B. Cleveland	6	Six "
Elias Cheney	2	Two "
Carried Forward	6789	.....Shares.

Stockholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	6789	.....Shares.
Charles Comstock	2	Two "
David Connell	2	Two "
Joseph C. Chase	2	Two "
Squire Colby	2	Two "
Jonathan Cutting	4	Four "
Luke Chadduck	2	Two "
John C. Cooke	2	Two "
Bingham Caswell	2	Two "
Levi Cleveland	2	Two "
William Cleveland	2	Two "
Norman Cleveland	2	Two "
Samuel Cleveland	6	Six "
Asaph Converse	6	Six "
E. Clarke	2	Two "
Jonathan Converse	2	Two "
Ezra Caswel	2	Two "
Aaron Corby	2	Two "
Halsey Cleveland	2	Two "
Edmund Cox	2	Two "
C. B. Cleveland, jun.	2	Two "
John Chillas	2	Two "
M. T. Cushing	2	Two "
M. F. Colby	4	Four "
W. G. Cook	6	Six "
Nehemiah Clarke	2	Two "
Cushman Clarke	2	Two "
H. Curtis	4	Four "
Norman Cleveland	2	Two "
Caroline Cherrier ..	2	Two "
Francois Charon	2	Two "
F. Cadoret	4	Four "
Antoine Cote	2	Two "
F. V. Cadieux	2	Two "
E. Cartier	4	Four "
Chadsell & Brother	2	Two "
Margaret S. Charlebois	2	Two "
Walter Colquhoun	6	Six "
Etienne A. Dubois	10	Ten "
Magloire Dennoyer	2	Two "
N. Dumas	4	Four "
Alphonse Dumon	4	Four "
L. A. Desaulles	40	Forty "
George Desbarats	50	Fifty "
Benjamin Delisle	10	Ten "
A. M. Delisle	24	Twenty-four "
A. A. Dorion	2	Two "
John Dunlop	2	Two "
William Dunlop	2	Two "
Carried Forward	7039	.....Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued*.

Brought Forward.....	7039	.....Shares.
K. B. Desmarteau	8	Eight "
F. X. Deseve	2	Two "
John J. Day	10	Ten "
A. Desmarais	2	Two "
C. M. Delisle	4	Four "
James Donelan	2	Two "
H. Dickenson	4	Four "
Hugh Darraugh	4	Four "
John Dods	10	Ten "
L. T. Drummond	20	Twenty "
William Don	2	Two "
Doctor Dorion... ..	10	Ten "
Peter Warren Dease	10	Ten "
Jedn Baptiste Dubuc.....	2	Two "
T. Deunoyer	2	Two "
Jacques Desautel	2	Two "
A. Dorval and A. Gauthier	2	Two "
M. Durand	2	Two "
D. Davidson	10	Ten "
S. A. Doherty.....	4	Four "
Joseph Dufresne.....	4	Four "
Thomas L. Douthey	4	Four "
The Hon. S. De Beaujeu	6	Six "
Aaron H. David	10	Ten "
L. B. Derrick	2	Two "
Ebenezer Danion	2	Two "
James Doak	2	Two "
Simon M. Dennison	2	Two "
William Delaney	2	Two "
John Drummond	2	Two "
Lucius Doolittle.....	8	Eight "
Matthew Dixon.....	2	Two "
Hiram Davis	2	Two "
Dudley Davis	2	Two "
Madame Deetbontenack	10	Ten "
Laurent Dufresne	18	Eighteen "
Boucher De la Bruyere	2	Two "
James H. Douglas.....	2	Two "
Davignon & Prefontaine	2	Two "
Kenneth Dowie.....	40	Forty "
James Dowie	40	Forty "
William Dow	60	Sixty "
Dow & Company	30	Thirty "
Solicitor General Thomas Evans	44	Forty-four "
William Edmonstone.....	20	Twenty "
Robert Easton	8	Eight "
John Henry Evans	4	Four "
Pierre Elie	4	Four "
Carried Forward.....	7485	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	7485	.....Shares.
Hercules Ellis.....	2	Two
Robert Elliott.....	4	Four
Andrew Elliott.....	2	Two
Robert Elliott.....	4	Four
John Elliott.....	2	Two
Hiram Edgall.....	6	Six
William H. Edington.....	20	Twenty
John Edington.....	2	Two
W. Ewan.....	2	Two
William Easton.....	8	Eight
Phillip Earl.....	4	Four
Olivier Frechette.....	10	Ten
John Frothingham.....	50	Fifty
J. B. Forsyth.....	20	Twenty
William Forsyth.....	20	Twenty
W. Footner.....	10	Ten
C. R. Fabre.....	10	Ten
William Footner.....	4	Four
Olivier Faureau.....	4	Four
Arthur Fisher.....	4	Four
John Follenus.....	4	Four
William Francis, Junior.....	4	Four
James Ferrier, Junior.....	10	Ten
George Fellers.....	2	Two
Martin Farley.....	2	Two
William Henry Fleet.....	2	Two
Francois Fournier.....	2	Two
Thomas Foley.....	2	Two
James Foster.....	6	Six
James Fitzpatrick.....	2	Two
John Fraser.....	4	Four
Felix Fortier.....	6	Six
John Feeron.....	10	Ten
George Fullum.....	4	Four
Charles F. Fowler.....	2	Two
Edward Franklin.....	2	Two
Daniel Forde.....	2	Two
Archibald Ferguson.....	4	Four
David Ferguson.....	4	Four
Justine Freniere.....	2	Two
John Ford.....	2	Two
William Farwell.....	2	Two
Gladden Farwell.....	2	Two
Wenthop Fox.....	2	Two
William Fling.....	2	Two
Hiram French.....	2	Two
Joshua Foss.....	2	Two
George K. Foster.....	8	Eight
Carried Forward.....	7771	.....Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward.....	7771	..... Shares.
John Farwell	2	Two "
Moses S. Field	2	Two "
A. T. Foster	4	Four "
Jonathan Field & Son	12	Twelve "
Alonzo Field	2	Two "
William L. Felton	24	Twenty-four "
William French and Son	2	Two "
Joseph Fitchett	2	Two "
Daniel Fisher	40	Forty "
Alvin Farwell.....	2	Two "
Samuel Gerrard	20	Twenty "
Baron Grant	80	Eighty "
Benaiah Gibb	10	Ten "
Gillespie Moffatt & Company	60	Sixty "
J. E. Guilbeault.....	8	Eight "
John Greig.....	2	Two "
Jerome Grenier	4	Four "
J. B. Germain.....	4	Four "
A. Giard	2	Two "
Crawford Glen	2	Two "
T. A. Gibson	4	Four "
John Gainer.....	2	Two "
T. J. Green.....	2	Two "
John Gibson	2	Two "
François Gibeault	2	Two "
William Gunn.....	2	Two "
William Graham.....	2	Two "
Jean Gariépy.. ..	4	Four "
Galarneau & Roy	4	Four "
P. Goulet.....	2	Two "
C. Gareau	4	Four "
Ettiène Guy	10	Ten "
John Glennon.....	10	Ten "
John George	4	Four "
Margaret Gibson.....	2	Two "
N. H. Goselin	2	Two "
Charles Garth.....	2	Two "
George Garth.....	2	Two "
Joseph Grenier	4	Four "
Robert Godfroy.....	2	Two "
James Goudie.....	2	Two "
John Gordon	2	Two "
Reverend Jean François Gagnon.....	2	Two "
Noah Glidden.....	2	Two "
Reuben Green	2	Two "
Richard Gunning	2	Two "
Jacob Gilson.....	2	Two "
Sawyer Gould.....	2	Two "
Carried Forward	8139	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

			Shares.
Brought Forward	8139		
T. D. Gilbert	2	Two	"
Elisha Gallup	2	Two	"
John Griffith	2	Two	"
John G. Gilman	4	Four	"
Asa Gaylord	2	Two	"
George F. Gates	2	Two	"
Alexander T. Galt	50	Fifty	"
John Galt	8	Eight	"
James Grisam	2	Two	"
Joseph Gaouette	2	Two	"
Grant, Hall & Company	4	Four	"
Thomas Gainfort	4	Four	"
Noel Guertin	2	Two	"
Michel Gaudette	2	Two	"
Ephraim Hudon	4	Four	"
Louis Haldimand	4	Four	"
Henry Harkin	2	Two	"
Benjamin Holmes	10	Ten	"
R. A. A. Richard Hubert	12	Twelve	"
George Hall	4	Four	"
George Heron	4	Four	"
William J. Holmes	2	Two	"
Hudon & Lessieur	2	Two	"
John Hutchison	4	Four	"
Robert Ilick	2	Two	"
James Honeyman	2	Two	"
William Hutchison	2	Two	"
Joseph N. Hall	4	Four	"
Howard & Company	2	Two	"
J. W. Herbert & Company	4	Four	"
Lewis J. Harkin	2	Two	"
Edward Hlogan	10	Ten	"
A. Hutton	6	Six	"
John Honey	4	Four	"
E. & V. Hudon	4	Four	"
John Hodges	4	Four	"
Phillip Holland	10	Ten	"
Leon Hurteau	4	Four	"
George Harding	2	Two	"
Reverend H. Hudon, V. G.	2	Two	"
Adam Higo	2	Two	"
Levi Hodgkinson	6	Six	"
E. Hauselman	2	Two	"
Benjamin Hall	8	Eight	"
George Hart	2	Two	"
Michel Houlé	2	Two	"
Robert Harwood	4	Four	"
John Hilton	14	Fourteen	"
Carried Forward	8379		.....Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

		Shares.
Brought Forward.....	8379	.....
Paul Hitchcock	4	Four ..
Lewis F. Hanson.....	2	Two ..
Nathaniel Hanse.....	2	Two ..
Sumner Hitchcock	2	Two ..
Beaumont Hitchcock.....	2	Two ..
Edward Hale	44	Forty-four ..
Samuel P. Harvey	6	Six ..
Horace Hevey.....	2	Two ..
C. A. Hodge	2	Two ..
Wells R. Hodge	2	Two ..
Edward Hitchcock.....	2	Two ..
Lewis Hanson.....	4	Four ..
Mecijah Hanson.....	2	Two ..
N. H. Hill	2	Two ..
Taylor Hacket	2	Two ..
Henry Hollister	2	Two ..
Phineas Hubberd	10	Ten ..
J. M. Hubberd	2	Two ..
Henry Hubberd	2	Two ..
Hazen Hazeltine.....	2	Two ..
William Honey	2	Two ..
Hogue & Deslandes	2	Two ..
James Hutton.....	4	Four ..
Margaret Higgs	6	Six ..
Mary How	6	Six ..
C. Hager.....	584	{ Five Hundred & Eighty-four ..
Richard Harrison	20	Twenty ..
Jesse Joseph	10	Ten ..
Joseph Jones.....	22	Twenty-two ..
F. G. Johnson.....	4	Four ..
Ernest Idler	10	Ten ..
Thomas Ireland	2	Two ..
James Johnston	4	Four ..
Pierre Jodoin	10	Ten ..
Robert Irwin	2	Two ..
Pierre Jolie.....	4	Four ..
Henry Jackson	10	Ten ..
James Irwin	4	Four ..
Thomas Jenkins.....	2	Two ..
Jonathan Jordan.....	2	Two ..
Reverend C. Jackson.....	10	Ten ..
Joseph Ives.....	2	Two ..
Ira Jamieson	2	Two ..
Eli Ives	2	Two ..
Henry J. F. Jackson	42	Forty-two ..
Helen Jamieson	6	Six ..
Robert Kirkup	12	Twelve ..
Carried Forward.....	9263	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

			.....Shares.
Brought Forward	9263		
Thomas Kay & Company	20	Twenty	"
William Kelly	2	Two	"
H. Kirkpatrick	4	Four	"
A. Kierskowski	4	Four	"
A. W. Kendrick	10	Ten	"
A. O. Keillum	4	Four	"
Sherburn Kesar	2	Two	"
Hugh Kennedy	2	Two	"
Ira King	2	Two	"
Simon Kenser	2	Two	"
Edward King	2	Two	"
Ebenezer Kilborne	2	Two	"
Albert Knight	10	Ten	"
Samuel Knight	4	Four	"
Alexander Kilborne	20	Twenty	"
John Köller	2	Two	"
Margaret Kerr	6	Six	"
B. H. Lemoine	4	Four	"
H. Lionais	4	Four	"
P. Joseph Lacroix	4	Four	"
J. C. H. Lacroix	4	Four	"
Ovide Leblanc	2	Two	"
P. E. Leclerc	8	Eight	"
James Logan	82	Eighty-two	"
W. E. Logan	40	Forty	"
Alfred Larocque	42	Forty-two	"
P. Lamothe	2	Two	"
M. Laframboise	4	Four	"
Lemesurier, Routh & Company	10	Ten	"
A. & T. Lesperance	4	Four	"
Charles Lefebvre	2	Two	"
H. Laviolette	2	Two	"
J. M. Lamothe	2	Two	"
C. Lamontagne	4	Four	"
F. Leblanc	2	Two	"
John Lovell	2	Two	"
George Lulham	4	Four	"
C. M. Leprohon	4	Four	"
Theodore Lyman	2	Two	"
James Lewis	2	Two	"
J. A. Labadie	4	Four	"
Louis R. Lappare	2	Two	"
Mark Lefevre	2	Two	"
Leandre Lafontaine	2	Two	"
Germain Leblanc	4	Four	"
Thomas Logan	4	Four	"
Jean Gaspard Laviolette	10	Ten	"
W. F. Leste	4	Four	"
Carried Forward	9629		..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward.....	9629	.....Shares.
James H. Lamb.....	20	Twenty "
F. Leclair.....	10	Ten "
Edward Lamarche	2	Two "
Benjamin Lyman.....	10	Ten "
Thomas Little.....	2	Two "
The Honorable L. H. Lafontaine.....	20	Twenty "
J. D. Lacroix	8	Eight "
Louis Longpré	2	Two "
G. D. Lamarche	4	Four "
Thomas Laing.....	4	Four "
Etienne L'Africain	2	Two "
C. P. Ladd	4	Four "
Henry Lyman.....	10	Ten "
H. Lappare.....	2	Two "
R. Latham	4	Four "
A. Lavigne	2	Two "
Toussaint Labelle	2	Two "
Charles E. Levey	100	One Hundred "
Joseph Lougee	8	Eight "
Benjamin Leberoran	2	Two "
Z. G. Legendre.....	4	Four "
Willis D. Lambkin.....	2	Two "
Eros Lebourveau	2	Two "
Orson Lindsay	2	Two "
Adam Loomas.....	6	Six "
E. H. Lebanon	2	Two "
Isaac T. Lyndsay.....	4	Four "
Ralph Lindsay.....	2	Two "
Galen Lothrop.....	2	Two "
Joshua Lamb	2	Two "
Thomas Lock.....	2	Two "
Edward Longmore	2	Two "
Charles Libbec & William Dresser.....	2	Two "
Edwin Lothrop	2	Two "
Francis Loomas	2	Two "
Erastus Lee	40	Forty "
Leon Langmond.....	2	Two "
Noah Lawrence	2	Two "
L. R. Lacoste.....	2	Two "
J. M. Lamothe	2	Two "
Veuve Leclere.....	2	Two "
John Lowe.....	2	Two "
Et. Leclere	2	Two "
Isaac Langelier	2	Two "
—— L'Esperance	2	Two "
F. M. Lemire.....	2	Two "
The Honorable A. N. Morin.....	40	Forty "
Robert Mackay	40	Forty "
Carried Forward.....	10025	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	10025	.....Shares.
P. Malot.....	2	Two "
J. Macfarlane.....	4	Four "
The Honorable George Moffatt.....	40	Forty "
C. S. Monk.....	20	Twenty "
S. W. Monk.....	8	Eight "
The Honorable Peter McGill.....	40	Forty "
Doctor M. McCulloch	40	Forty "
Henry Meyer	4	Four "
Thomas Mussen.....	6	Six "
Henry Mason	4	Four "
M. Moses.....	4	Four "
Leon Malard	2	Two "
Joseph Martel.....	2	Two "
Edward Mercier.....	2	Two "
Joseph H. Mead.....	6	Six "
Francis McKey	4	Four "
A. Marion.....	2	Two "
Louis Marchand.....	2	Two "
J. H. Maitland	4	Four "
Robert Morton	4	Four "
George McNamee	2	Two "
John E. Mills.....	20	Twenty "
The Honorable William Morris.....	10	Ten "
Michael T. McGrail	4	Four "
G. Michon	4	Four "
Archibald Macfarlane.....	4	Four "
William Muir, Junior	2	Two "
George Morton	4	Four "
John Macrow	4	Four "
Hugh McCulloch	4	Four "
F. B. Matthews	2	Two "
Henry Munro	2	Two "
Neil McIntosh	2	Two "
Patrick Murphy	4	Four "
Mrs. Major.....	4	Four "
John McGregor	4	Four "
William Murray.....	20	Twenty "
Alexander McDonald.....	2	Two "
James Morrison	2	Two "
M. A. Miller	2	Two "
Robert Morris.....	22	Twenty-two "
E. & H. Merrill.....	4	Four "
William Moodie	2	Two "
Henry Mulholland	2	Two "
Charles Mondelet	2	Two "
G. H. Mead.....	6	Six "
H. J. Meyer	2	Two "
P. P. Martin.....	2	Two "
Carried Forward	10369	.....Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	10369	..... Shares.
George McIver.....	4	Four "
R. D. McPherson	2	Two "
Pierre Moreau	4	Four "
J. B. Meilleur	4	Four "
A. Macdonald	2	Two "
John McDonald.....	2	Two "
Francis McNamee	2	Two "
Joseph Macnider	4	Four "
Michael Moses	4	Four "
George Meru	2	Two "
A. McNaughten.....	2	Two "
Isaac Moffatt, senior	10	Ten "
Charles Meakins	2	Two "
Michael Mermagh	2	Two "
M. Moses	4	Four "
John R. McLaren	2	Two "
John McDonald.....	2	Two "
William S. Moss.....	2	Two "
Bernard Maguire	2	Two "
——— Morley	4	Four "
Charles McHenry	6	Six "
The Bishop of Montreal	4	Four "
George McDougal.....	2	Two "
James Edward Major	4	Four "
P. B. Merritt	20	Twenty "
John McBean.....	20	Twenty "
Bennett Mann	4	Four "
Allen McDonnell	20	Twenty "
D. L. McPherson	10	Ten "
Rev. M. Marcotte	2	Two "
F. N. Malbœuf	2	Two "
George McDonell	20	Twenty "
John Moore	20	Twenty "
William Morris	4	Four "
A. S. Merrill	2	Two "
Andrew McCleary.....	6	Six "
John Morse	2	Two "
John McCulloch	2	Two "
Benjamin Martin	2	Two "
Morey, Hurd and Company	2	Two "
William Mowles.....	2	Two "
John McConnell	4	Four "
Daniel Martin.....	2	Two "
Marsh Martin.....	2	Two "
John N. Martin	2	Two "
Ozro Morrill	4	Four "
Hugh H. McGaw	4	Four "
James McGaw	2	Two "
Carried Forward	10607	.....Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	10607	..... Shares.
D. W. Mack	4	Four "
Henry McGaffey.....	2	Two "
Daniel Mansum	6	Six "
W. H. McCullough	2	Two "
William McGaffey	2	Two "
D. G. Morrison	4	Four "
Sir D. McDougal	20	Twenty "
William Molson	208	Two hundred & eight
Edward Maitland, Tylee & Co.....	10	Ten "
Alexander McIvor.....	2	Two "
Thomas McWatters	2	Two "
Thomas Molson.....	66	Sixty-six "
McLean and Wright	10	Ten "
Eusebe Messier	2	Two "
John H. R. Molson	24	Twenty-four "
Claude McCallam	6	Six "
D. Lorn Maedougall.....	14	Fourteen "
Thomas Nye	20	Twenty "
James Norton.....	2	Two "
Doctor W. Nelson	4	Four "
Arthur Nicholson	4	Four "
Henry E. Nicolls	40	Forty "
William Nunns	2	Two "
John Orr.....	4	Four "
André Ouimet	10	Ten "
Michael O'Meara	4	Four "
Benjamin Ouimet	2	Two "
William R. Orr	2	Two "
John Ostell.....	10	Ten "
Thomas O'Brien	2	Two "
Robert O'Brien	10	Ten "
Hubert Paré	20	Twenty "
A. Prevost	10	Ten "
Louis Perrault	4	Four "
J. F. Pelletier.....	8	Eight "
Ferdinand Perrin	4	Four "
George Platt	8	Eight "
Charles Phillips	50	Fifty "
Henry Peacock	2	Two "
C. D. Proctor.....	6	Six "
D. E. Papineau	10	Ten "
John Platt	4	Four "
Edward Payne	4	Four "
Charles Pigeon	2	Two "
Edward Prentice	2	Two "
Rev. V. Plinquet	2	Two "
Oliver Pichett	6	Six "
Edward Goff Penny	4	Four "
Carried Forward	11253	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	11253	..... Shares.
Alfred Prevost	2	Two "
August Perrault.....	6	Six "
O. Perrault	4	Four "
Arthur Perry	2	Two "
William Patton	2	Two "
Alfred Pinsoneault.....	20	Twenty "
Pierre Paquin	2	Two "
James Porteous	4	Four "
Laira Patton	2	Two "
Walter Prendergast.....	4	Four "
Gilbert Proust	2	Two "
Richard Philben	4	Four "
Joseph Pennoyer	8	Eight "
Benjamin Pomeroy.....	40	Forty "
Andrew Pennoyer	2	Two "
Charles Pennoyer	2	Two "
Auldin Phemley.....	2	Two "
Alfred G. Parker	4	Four "
Jonathan L. Pool	2	Two "
John H. Pope.....	2	Two "
Caleb Putnay	4	Four "
Lucius D. Pope	2	Two "
D. Pitcaithly	2	Two "
Andrew Patton	2	Two "
George Pomeroy	2	Two "
James Peasely.....	4	Four "
Wilder Pierce.....	40	Forty "
Hazen Pomeroy	6	Six "
Quarters Pomeroy.....	10	Ten "
Warren Page	2	Two "
Michel Plamondon.....	2	Two "
Joseph Prefontaine	2	Two "
— Papineau	2	Two "
Joseph Pilote	2	Two "
Charles Picard	2	Two "
Frederick Ployardt.....	2	Two "
F. A. Quesnel	10	Ten "
Rouer Roy	4	Four "
A. Rambau.....	4	Four "
Robertson, Masson and Company	40	Forty "
Andrew Robertson.....	2	Two "
Thomas Rattray.....	4	Four "
Euclide Roy	4	Four "
Mrs. Colin Russell.....	10	Ten "
William Rodden.....	10	Ten "
Elizabeth Robertson	10	Ten "
William Robinson	4	Four "
L. A. Robitaille	2	Two "
Carried Forward	11559	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	11559	..... Shares.
Elizabeth L. Russel	2	Two ..
Joseph Ross	4	Four ..
David Rea	4	Four ..
G. Reinhardt	4	Four ..
Jean Baptiste Rollin	2	Two ..
Alexander Ronald	2	Two ..
François Ricard	2	Two ..
George Roy.....	2	Two ..
Hypolite Raza.....	2	Two ..
John Riddle	4	Four ..
Louis Renaud.....	4	Four ..
Jean Baptiste Renaud	2	Two ..
Alexander Roy	4	Four ..
Alexander Rea	10	Ten ..
William Ritchie	4	Four ..
George Rea.....	2	Two ..
Salvin Richardson	2	Two ..
Henry Richardson	2	Two ..
Samuel Richardson	2	Two ..
A. D. Rand.....	2	Two ..
Simon F. Rankin.....	2	Two ..
Joseph H. Rankin	2	Two ..
C. P. Reid	4	Four ..
C. A. Richardson	2	Two ..
Lewis E. Rose.....	50	Fifty ..
George H. Rose	2	Two ..
Donald Ross	2	Two ..
Pierre Robitaille.....	2	Two ..
Patrick Roe.....	2	Two ..
Joseph Savage.....	8	Eight ..
Alfred Savage.....	4	Four ..
Charles E. Shieler	10	Ten ..
Andrew Shaw	2	Two ..
Joseph Shuter.....	20	Twenty ..
Thomas A. Stayner	84	Eighty-four ..
Fleury St. Jean	8	Eight ..
L. V. Sicotte	6	Six ..
The Hon. James Smith.....	20	Twenty ..
H. B. Smith.....	4	Four ..
Simeon and Terroux	4	Four ..
D. Senecal	2	Two ..
J. H. Springle.....	10	Ten ..
John Smith.....	10	Ten ..
Charles Smith.....	2	Two ..
William Snyder	2	Two ..
Rice Sharpley	4	Four ..
D. Savage	2	Two ..
Jean Baptiste Sancer.....	4	Four ..
Carried Forward	11895	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	11895	..... Shares.
William Smith.....	4	Four "
Sims and Colman	10	Ten "
Amable Sinard	4	Four "
S. C. Sewell.....	2	Two "
Eusebe Sené	2	Two "
A. B. Stewart.....	10	Ten "
Dugald Stewart	10	Ten "
Jacob Steller	4	Four "
James Smith	4	Four "
Doctor H. P. Smith	10	Ten "
Joseph Sargison.....	2	Two "
A. Stevenson	2	Two "
George Stacey	2	Two "
Daniel Sutherland	2	Two "
H. St. Amour.....	2	Two "
James Scott.....	4	Four "
Thomas Steers	6	Six "
G. B. Symes	100	One hundred "
Hollis Smith	10	Ten "
Thomas Steel.....	10	Ten "
Arba Stinson	10	Ten "
G. G. Stevens.....	2	Two "
Sidney Spafford	2	Two "
Jonathan Snow	2	Two "
Joel P. Smith	2	Two "
Joseph Smith	4	Four "
William H. Stuart	2	Two "
J. B. Shirliff	4	Two "
David G. Sloan	2	Two "
C. E. Stinson	2	Two "
Ichabod Smith	10	Ten "
Levi Spalding	4	Four "
Joel Smith	2	Two "
William Smith	4	Four "
Jean Baptiste St. Denis.....	2	Two "
Pierre Soly	2	Two "
Robert Smith	10	Ten "
Sir George Simpson	44	Forty-four "
Margaret Stuart	2	Two "
Executors of William Smith	4	Four "
L. Schmertz.....	2	Two "
C. W. Starnes.....	8	Eight "
Rev. Benjamin Slight.....	2	Two "
James Scott.....	10	Ten "
Heirs of Mrs. Janet Smith.....	6	Six "
Henry S. Scott, Tutor to Minors Scott	2	Two "
John Shuter	20	Twenty "
Carried Forward	12261	..... Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward	12261	.....Shares.
John Torrance & Co.....	40	Forty "
John Torrance	40	Forty "
John M. Tobin	10	Ten "
Tait, Fowler & Co	20	Twenty "
Hugh Taylor	20	Twenty "
Thomas M. Taylor.....	20	Twenty "
William Thomson	2	Two "
Hugh Thomson	4	Four "
J. B. Tison	4	Four "
Major Taylor	6	Six "
Ives Tessier.....	2	Two "
J. B. Thomas	2	Two "
François Trudeau	4	Four "
Joseph Tiffin	12	Twelve "
John Thompson	4	Four "
A. Trudeau.....	2	Two "
Homer Taylor.....	4	Four "
William Thompson.....	8	Eight "
Veuve François Toupin.....	6	Six "
A. D. Taylor	6	Six "
Thomson and Son	2	Two "
Joel Tilden	2	Two "
Mitchell Taylor	2	Two "
Samuel L. Terrill	2	Two "
Samuel Tuck	2	Two "
John Thornton	2	Two "
Henry Towle	2	Two "
Robert Trenholm	2	Two "
Joseph H. Territt	2	Two "
Charles Towle	2	Two "
James Thomson.....	2	Two "
Timothy Taylor.....	2	Two "
Sith Taylor.....	6	Six "
Albe Tife	2	Two "
James Torrance	4	Four "
J. V. Tetu	2	Two "
Mrs. Hugh Tyre.....	12	Twelve "
James Tyre.....	6	Six "
J. T. Tetu	2	Two "
Robert Unwin.....	4	Four "
Thomas Ure	4	Four "
Elizabeth Ure.....	6	Six "
Louis Voligny.....	4	Four "
—— Voligny	4	Four "
Narcisse Valois	4	Four "
The Hon. L. M. Viger	8	Eight "
Joseph Vallee.....	6	Six "
Carried Forward	12575	.....Shares.

Shareholders St. Lawrence & Atlantic Railroad Co.—*Continued.*

	12575	..... Shares.
Brought Forward	10	Ten "
Rev. J. J. Vinet.....	2	Two "
Frederick Veit	2	Two "
Robert Vincent	20	Twenty "
Robert Weir and Company	4	Four "
H. H. Whitney and Company	8	Eight "
Cand G. Wright.....	20	Twenty "
Miles Williams	2	Two "
G. D. Watson.....	6	Six "
Charles Wilson...	2	Two "
George H. Wheeler	2	Two "
A. Wilcott	2	Two "
Edward Wilson	2	Two "
John Whitlaw.....	2	Two "
Thomas Wallace.....	2	Two "
M. White and Company.....	4	Four "
John James White...	4	Four "
George Weeks	4	Four "
Benjamin Workman	2	Two "
John Wood and Son	2	Two "
Thomas Watson.....	2	Two "
Charles E. Wurtele	4	Four "
Luke Wadleigh	2	Two "
Chester Woodward	2	Two "
Paul Whitecomb	2	Two "
Richard Wilford.....	2	Two "
Sylvester Wheeler	4	Four "
William Walker	4	Four "
John Wadleigh	4	Four "
Joseph S. Walton	8	Eight "
Eli White.....	2	Two "
Willard and Goodall	2	Two "
Daniel Way.....	2	Two "
David White	2	Two "
Calvin Wilcox.....	2	Two "
Luther Wilcox	2	Two "
Calvin Wilcox, Junr.....	2	Two "
E. D. Whiteber	2	Two "
F. Whitaker.....	2	Two "
Edward Worth	2	Two "
John Webster, Junr.....	2	Two "
W. W. Wadleigh.....	2	Two "
Benjamin Wyman	2	Two "
William Whiteford.....	6	Six "
Arthur C. Webster.....	38	Thirty-eight "
Thomas Watson.....	4	Four "
George Young.....	2	Two "
David Young	2	Two "
Carried Forward..	12787	..... Shares.

Shareholders St Lawrence & Atlantic Railroad Co.—*Continued.*

Brought Forward.....	12787	..... Shares.
John Young	44	Forty-four “
Albert Young.....	2	Two “
James Young	2	Two “
John Zeigler	4	Four “
Shares.....	12839	£ 320,975.

Twelve thousand eight hundred and thirty-nine Shares of £ 25 each, making a total of three hundred and twenty thousand nine hundred and seventy-five pounds—all called in.

Certified.

Office of the St. Lawrence and Atlantic
Railroad Company,

MONTREAL, 8th August, 1851.

A. C. WEBSTER,

Secretary.

Preferential Shareholders of the St. Lawrence and Atlantic
Railroad Company.—6th August, 1851.

The City of Montreal	5000	Five thousand Shares.
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Five thousand Shares of £ 25 each, making a total of one hundred and twenty-five thousand pounds—all called in.

Certified.

Office of the St. Lawrence and Atlantic
Railroad Company,

MONTREAL, 8th August, 1851.

A. C. WEBSTER,

Secretary.

ABSTRACT from the Books of the St. Lawrence and Atlantic
Railroad Company.—6th August, 1851.

			£.	s.	d.
Shares subscribed	12839	@ £25 each	320975	0	0
Preferential Shares subscribed.	5000		125000	0	0
Total number of Shares } subscribed	17839				
Amounting to			£ 445975	0	0
The 'whole of which has been called in and paid up by the subscribers respectively, except an aggregate Balance of			34884	10	10
The amount realized by the Company from Shares of Stock subscribed and paid up prior to 6th August, 1851, is four hundred and eleven thousand and ninety pounds nine shillings and two pence.....			£ 411090	9	2

Certified.

Office of the St. Lawrence and Atlantic
Railroad Company,

MONTREAL, 8th August, 1851.

A. C. WEBSTER,
Secretary.

Shares in the Stock of the St. Lawrence and Atlantic Railroad
Company, subscribed since the 30th May, 1849.

Black, Wood & Co.....	4739	{ Four thousand seven hundred and thirty-nine.
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Four thousand seven hundred and thirty-nine Shares at £ 25 each—all
called in and paid up; making a total sum of one hundred and eighteen
thousand four hundred and seventy-five pounds.

Certified.

Office of the St. Lawrence and Atlantic
Railroad Company,

MONTREAL, 19th August, 1851.

A. C. WEBSTER,
Secretary.

Preferential Shares in the Stock of the St. Lawrence & Atlantic
Railroad Company, subscribed since the 30th May, 1849.

The City of Montreal.....	5000	Five thousand.
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Five thousand Shares of £ 25 each—all called in, and paid up; making
a total sum of one hundred and twenty-five thousand pounds.

Certified.

Office of the St. Lawrence and Atlantic
Railroad Company,

MONTREAL, 19th August, 1851.

A. C. WEBSTER,

Secretary.

Note.—A considerable amount of Stock has been carried to the credit of the
Contractors for work done since I gave my evidence before the Committee.

JOHN YOUNG,

Vice-President.

C.

QUEBEC AND RICHMOND RAILWAY.

—No. 1.—

RETURN to an Order of the Standing Committee of the Legislative Assembly on Railroads and Telegraph Lines,—of the names of the Shareholders, and amount of Stock subscribed in this Company.

Names.	Residence.	No. of Shares.	Amount,	
			£	s.
Anderson and Paradis	Quebec	10	125	0
Andrews, Frederick	do	2	25	0
Andrews, F. H.	do	1	12	10
Angers, Frs Réal	do	10	125	0
Armstrong, William	do	2	25	0
Ardouin, George	do	2	25	0
Ardouin, C. J.	do	1	12	10
Atkinson, Henry	Spencer Wood	10	125	0
Auld, Joseph	Quebec	10	125	0
Baillairge, P. F. X.	do	1	12	10
Baldwin, William	do	2	25	0
Baril, Eustache	Arthabaska	1	12	10
Beaudoin, André	Somerset	1	12	10
Beaudoin, Charles	do	1	12	10
Beaumont, The Rev. P.	St. Jean	2	25	0
Bayne, D.	Leeds	2	25	0
Benson, W J. Chapman, } p Thos. Benson, Esq., } Executor	New Liverpool	80	1000	0
Bennett, Benson.	Quebec	1	12	10
Benjamin, Henry	do	5	62	10
Belleau, F. N.	do			
Burray, Daniel	Leeds	1	12	10
Bickell, Thomas	Quebec	1	12	10
Bissett, George	do	2	25	0
Bilodeau, Louis	do	4	50	0
Bosse, J. B.	do	2	25	0
Bois, Fabien	do	1	12	10
Borrowman, Alexander	do	1	12	10
Boisvert, Joseph	Warwick	1	12	10
Boisvert, Joseph	Drummondville	1	12	10
Bourke, Pierre, dit	Somerset	10	125	0
Briset, Michel	do	1	12	10
Bouchereau, Moise	do	1	12	10
Browne, Sackville	Kingsey	2	25	0
Carried Forward...		172	2150	10

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
Brought Forward ...		172	2150	10
Brown, Robert	Quebec	1	12	10
Bourke, Jean Bpte.	Somerset	1	12	10
Brown, William	Quebec	1	12	10
Brothers, Luke	do	1	12	0
Buchanan, A. C.	do	2	25	0
Burnet, David	do	4	50	0
Burroughs, Edward	do	10	125	0
Burstall, Edward	do	10	125	0
Bignell, William	do	2	25	0
Brockelsby, Henry	do	2	25	0
Blaklock, George	do	2	25	0
Blight, William	do	1	12	10
Beswick, George	do	10	125	0
Boisvert, Pierre	Warwick	1	12	10
Boisvert, Narcisse	do	1	12	10
——— Joseph	Somerset	1	12	10
Boisvert, P.	Stanford	2	25	0
Brousseau, J.	Quebec	1	12	10
Brousseau, L.	do	1	12	10
Caron, The Hon. René E. } (President)	do	10	125	0
Campbell, Archibald, senr. ...	do	10	125	0
Campbell, Archibald, junr. ...	do	2	25	0
Campbell, William D.	do	1	12	10
Campbell, John	Inverness	2	25	0
Cassidy, Brothers	Kingsey	2	25	0
Carrier, François	Quebec	2	25	0
Carrier, Joseph ..	do	1	12	10
Casey, Thomas	do	5	62	10
Carbonneau, Jean Bpte.	Drummondville	1	12	10
Casault, N.	Quebec	2	25	0
Caulfield	do	2	25	0
Chabot, The Hon. J.	do	4	50	0
Chauveau, J. P. O.	do	4	50	0
Cowherd, Samuel	Barnston	20	250	0
Chandonnais, Paul.	Stanford	1	12	10
Chalmers, James	Quebec	2	25	0
Chartrain, Olivier	Drummondville	1	12	10
Chipchase, John.	Quebec	2	25	0
Chretien, F.	do	2	25	0
Chinic	do	4	50	0
Clarke, Peter	do	1	12	10
Clarke, Andrew	do	1	12	10
Clarke, Charles	Commissariat	1	12	10
Carried Forward ...		309	3862	10

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	309	3832	10
Cleveland, C. B.....	Richmond	2	25	0
Cleveland, C. B. junr.	Danville.....	10	125	0
Clint, J. H.....	Quebec	2	25	0
Cloutier, Michel	Somerset	1	12	10
Cole, William.....	Quebec	2	25	0
Cote & Co.....	do	2	25	0
Cook, S.	Leeds.....	2	25	0
Colford, John.....	Quebec	2	25	0
Cook, Valentine.....	Drummondville	2	25	0
Craig, George.....	Leeds.....	1	12	10
Cox, Colonel	Kingsey	2	25	0
Craig, Thomas	Quebec	2	25	0
Crawford, Acheson	do	1	12	10
Coughlin, Richard	do	1	12	10
Comptois, Prosper.....	Somerset	1	12	10
Cremaize, H. O.....	Quebec	4	50	0
Chapman, William.....	London, England	20	250	0
Dalkin, H. S.	Quebec	4	50	0
Dalkin, Edward	do	4	50	0
Dawson, William	do ..	2	25	0
Dean, James	do	5	62	10
Demers, Modeste	Somerset	1	12	10
Daniels, Samuel	Shipton	1	12	10
Dinning, William	Quebec	2	25	0
De Foy, Charles.....	do	1	12	10
Dorval, Alexis	do	2	25	0
Dorion and Garneau	do	2	25	0
Douglas, Dr. James	do	5	62	10
Douglas, Dr. George	do	8	100	0
Donnelly, Daniel	do	1	12	10
Duchesnay, Antoine J.	do	5	62	10
Dumblin, L. B.	do	1	12	10
Dumas, Germain	Somerset	1	12	10
Dorian, Isaac	Quebec	2	25	0
Dunn, Timothy H.....	do	1	12	10
Dubord, H.....	do	2	25	0
Dussault, J. T., dit.	do	1	12	10
Drapeau, Noel	Somerset	1	12	10
Drum, William	Quebec	1	12	10
Doran, William	do	2	25	0
Desicard, S. A.	Stanford	2	25	0
Eadon, William	Quebec	2	25	0
Evanturelle, F., junr.....	do	4	50	0
	Carried Forward.....	429	5362	10

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	429	5362	10
Felton, William L.....	Ascot	2	25	0
Fiset, L.	Quebec	2	25	0
Flint, B. J.	Shipton	2	25	0
Flint, Simon	do	2	25	0
Flint, Rendall.....	do	1	12	10
Forsey, F. X.	Quebec	1	12	10
Fraser, John Malcolm ...	do	2	25	0
Fraser, Alexander	do	2	25	0
Frechette, J. Bpte.	do	1	12	10
Freer, Noah	do	5	62	10
Foster, George R (Director)	Richmond	10	125	0
Forsyth, James Bell, (Director)	Quebec	10	125	0
Frye, A.	Windsor.....	1	12	10
Forsyth, Joseph Bell	Quebec	1	12	10
Fitch, George.....	do	1	12	10
Gagne, A.	Etehimin.....	2	25	0
Gahan, Thomas	Quebec	5	62	10
Garneau, Gaspard	do	1	12	10
Gauthier, F. O.	do	1	12	10
Gauvin, Joseph	do	1	12	10
Gaffry, Thomas	Shipton	1	12	10
Gibb, James	Quebec	10	125	0
Giblin, John	do	1	12	10
Gillard, William.....	do	1	12	10
Girouard, Joseph, fils.	Stanford ..	2	25	0
Goulette, François.....	Arthabaska	1	12	10
Giroux, O. Pierre	Quebec	2	25	0
Glover and Fry	do	5	62	10
Garneau, Bernard	Warwick	2	25	0
Gosselin, Guillaume	Somerset	10	125	0
Gowen, Hamond	Quebec	4	50	0
Graham, Henry	Drummondville	1	12	10
Greig, Robert.....	Quebec	1	12	10
Griffin, Thomas	do	1	12	10
Guerard, Louis	do	2	25	0
Grondon, Toussant ..	Somerset	1	12	10
Glass, Thomas	Inverness	1	12	10
Griffin, William H.....	Quebec	2	25	0
Gauthier, Augustin	do	1	12	10
Girouard, François.....	Stanford	1	12	10
Groves, John	Inverness	2	25	0
Hale, Jeffery	Quebec	5	62	10
	Carried Forward.....	539	6737	10

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares	Amount.	
			£	s.
	Brought Forward ...	539	6737	10
Hall, H. G.....	Leeds	2	25	0
Hamel, J.....	Quebec	1	12	10
Hamel and Frère	do	4	50	0
Hardy, J. B.....	do	1	12	10
Hardy, John	Meibourne	2	25	0
Hargrave, James.....	Leeds	2	25	0
Harvey, John	Warwick.....	4	50	0
Hawkins, Alfred.....	Quebec	2	25	0
Healy, William	Richmond	1	12	10
Healy, Alexander	do	1	12	10
Hébert, Noël	Arthabaska	1	12	10
Herbert, J. Theophile	do	1	12	10
Healy, John	Shipton	1	12	10
Hearn, Patrick	Quebec	1	12	10
Henderson, W. S.....	do	10	125	0
Henderson, George	do	1	12	10
Henry, J. W.....	do	4	50	0
Heroux, Olivier	Arthabaska	1	12	10
Holehouse, William	Quebec	2	25	0
Hoogs, W. H.....	do	4	50	0
Hould, Isadore	Stanford	1	12	10
Hould, Isaac	do	2	25	0
Huard, Benjamin	Somerset	1	12	10
Hunt, Josiah	Quebec	2	25	0
Hunt, Heirs The	do	10	125	0
Hamel, Joseph	Cap Rouge	2	25	0
Hould, Landry	Stanford	1	12	10
Hossack, J.....	Quebec	2	25	0
Hemming, A.....	do	2	25	0
Jeffery, Thomas.....	do	1	12	10
Jeffery, Wm. H.....	do	5	62	10
Johnstone, Francis.....	do	1	12	10
Joly, Le Sieur Gustave P....	Lotbinière	110	1375	0
Jones, John.....	Quebec	10	125	0
Jones, William	Drummondville	1	12	10
Jones, H. N.	Quebec	5	62	10
Joseph & Co.	do	4	50	0
Jordan, Widow E.	do	1	12	10
Kane, John.....	do	1	12	10
Kelley, Daniel	do	1	12	10
Kelly, Thaddeus	do	2	25	0
King, Samuel	do	1	12	10
Labranche, Joseph.....	Kingsey	1	12	10
	Carried Forward.....	752	9400	0

Quebec and Richmond Railway.—*Continued.*

Names.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	752	9400	0
Lackey, John	Grantham	2	25	0
Lafond, Moyse	do	1	12	10
Lahaye, George	do	1	12	10
Lampson, William	Quebec	20	250	0
Langevin, C. F.	do	4	50	0
Langlois, J.	do	2	25	0
Langlois, Peter, junr.	do	10	125	0
Leavcraft, J. W.	do	2	25	0
LaRivière, Thomas	do	1	12	10
Lagucux, Edouard	Etchmin	2	25	0
LaFurgy, S. D.	do	2	25	0
Lee, Thomas Conrad	Quebec	2	25	0
Lee, John & Co.	Leeds	1	12	10
Lemesurier, Henry, (Director)	Quebec	10	125	0
LeMay, Anotole	Stanford	1	12	10
Lemieux, F., M. P. P.	Quebec	10	125	0
LeMoine, A.	do	1	12	10
Lepper, Paul	do	2	25	0
Lesperance, Alex.	Grantham	2	25	0
Lindsay, Errol B.	Quebec	2	25	0
Lissons, Robert	New Liverpool	2	25	0
Lillois, J. F.	Quebec	1	12	10
Lloyd, Thos. W., (Director)	do	10	125	0
Lambert, Pierre	St. Nicholas	2	25	0
Lynnet, Patrick	Quebec	1	12	10
Lamothe, Augustin	Somerset	10	125	0
Leith, John	Inverness	1	12	10
Lachance, F.	Quebec	2	25	0
Lemay, Gilbert	Stanford	2	25	0
Legaré, Henry	do	1	12	10
Maguire, D.	Quebec	1	12	10
Mahony, B.	do	1	12	10
Mackie, George, Rev. Dr.	do	5	62	10
Massue, Hon. Louis	do	2	25	0
Marler, G. L.	Drummondville	10	125	0
Martineau, S. F. and M.	Quebec	2	25	0
MacPhee, John	do	2	25	0
Mackey, William	do	1	12	10
MacPhee, James	do	5	62	10
Maxwell, George	do	1	12	10
McCaffrey, Hugh	Grantham	4	50	0
McCaig, Thomas	Wickham	1	12	10
McCallum, D.	Quebec	5	62	10
	Carried Forward ...	902	11275	10

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	902	11275	10
McDonald, Angus.....	Portneuf.....	10	125	0
McDonald, S.....	Drummondville	1	12	10
McDonnell, M.	Quebec	1	12	10
McDougall, James.....	do	2	25	0
McElroy, Thomas	do	1	12	10
McHugh, Patrick	do	1	12	10
McKenna, James	do	5	62	10
McLean, Thomas	do	2	25	0
McNaughton, John	New Liverpool	2	25	0
McTeer, Hugh	Leeds.....	10	125	0
Mercier, Frederick.....	Somerset	1	12	10
Mercier, D.	Quebec	2	25	0
Merrick, F.	do	1	12	10
Millar, Robert J.	Drummondville	1	12	10
Menut, Henry.....	do	1	12	10
Melrose, D. E.	Quebec	2	25	0
Methot, Louis, Honble.....	do	10	125	0
Methot, F. X.....	do	9	112	10
Millar, George W.	Drummondville	10	125	0
Millar, R.	do	1	12	10
McEachem, Donald	Inverness, St. Agathe..	2	25	0
Mountain, M. G.	Quebec	4	50	0
Mackie, Edmund P.	do	2	25	0
Montizambert, Edward.....	Montreal	8	100	0
Murray, John.....	Quebec	1	12	10
Murphy, J. M.	do	1	12	10
Munroe, William	Cap Rouge	2	25	0
McLean, Allan	Inverness	10	125	0
McKillop, Peter.....	do	10	125	0
Mercier, D.....	Quebec	2	25	0
Muir, George William	Glasgow, Scotland.....	20	250	0
McDonald, Charles ..	Quebec	2	25	0
Murphy, Peter	do	1	12	10
Nairn, John	Murray Bay	5	62	10
Nault, Augustin.....	Stanford	1	12	10
Noad, H. J.	Quebec	10	125	0
Normand, Jacques.....	do	4	50	0
Nolin, Patrick.....	do	1	12	10
Neil, John	Nelson, Inverness	1	12	10
O'Brien, Patrick.....	Quebec	2	25	0
O'Connell, James	do	4	50	0
O'Connell, Thomas	do	1	12	10
Oliver, Thomas H.	do	25	312	10
	Carried Forward.....	1094	13675	0

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	1094	13675	0
Oliver, James G.....	Quebec	4	50	0
O'Malley, Andrew.....	do	2	25	0
O'Neil, William	do	1	12	10
O'Brien, William	do	1	12	10
Paterson, Peter, & G. B. } Hall, Executor	Montmorency	115	1437	10
Poitras, Pierre R.....	Quebec	4	50	0
Parant, Antoine, Rev.	do	2	25	0
Paradis, François Xavier ...	do	10	125	0
Paradis, Laurent L.	do	10	125	0
Parrott, Ambrose	do	2	25	0
Pratte, Frs. Xavier.....	Stanford	10	125	0
Parent, Ant. A.	Quebec	2	25	0
Parke, G. H.	do	2	25	0
Paterson, Young & Co.....	do	10	125	0
Paterson, William	do	4	50	0
Panet, Charles	do	1	12	10
Parke, Andrew	do	1	12	10
Patton, Duncan	do	1	12	10
Parkin, John B.	do	4	50	0
Peebles, Philip	do	2	25	0
Petry, William	do	10	125	0
Peters, Simon	do	2	25	0
Perkins, Stephen.....	Shipton	1	12	10
Peniston, Richard	Quebec	1	12	10
Pentland, W. G.....	do	2	25	0
Pinard, Felix	Grantham	1	12	10
Perigard, Jean Verre., dit ...	do	1	12	10
Pope, Thomas	Quebec	1	12	10
Poston, Charles	do	1	12	10
Poston, William	do	2	25	0
Poudrier, Gilbert Lemay ...	Stanford	2	25	0
Poudrier, F. L.	Somerset	10	125	0
Potts, E., & Co.	Quebec	1	12	10
Prevost, Louis	do	1	12	10
Phillippe, E. De.	do	1	12	10
Plunket, M.	do	2	25	0
Power, Richard	do	1	12	10
Powell, William.....	Inverness	2	25	0
Price, William	Quebec	10	125	0
Patton, William	do	2	25	0
Pope, Francis.....	Warwick	1	12	10
Prince, J. B.	Stanford	1	12	10
Peltier, Amable.....	Quebec	1	12	0
	Carried Forward.....	1339	16737	10

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	1339	16737	10
Patterson, Hugh.....	Quebec	1	12	10
Pooler, Brothers.....	do	2	25	0
Price, Thomas	Stanford	2	25	0
Quinn, William.....	Quebec	1	12	10
Rhodes, William, Captain } (Director)	Quebec	10	125	0
Roach, Dominick	do	2	25	0
Roach, Nicholas.....	do	1	12	10
Robe, John.....	do	1	12	10
Robert, Roberts.....	New Liverpool	5	62	10
Ross, Dunbar, M. P. P.....	Quebec	10	125	0
Ross, G. M., Rev.	Drummondville	2	25	0
Ross, John.....	Quebec	4	50	0
Roy, William Henry.....	do	4	50	0
Rourke, Francis.....	do	1	12	10
Ross, Margaret	do	1	12	10
Russell, Willis	do	10	125	0
Russell, R. H., (Chief of } Police).....	do	1	12	10
Ryan, Edward.....	do	5	62	10
Rousseau, François	Somerset	1	12	10
Richard, Louis	Stanford	3	37	10
Ramsay, William	Quebec	1	12	10
Sadlier, Thomas.....	Workham	1	12	10
Scott, Michael	Cap Rouge	10	125	0
Scott, Henry S.	Quebec	8	100	0
Sewell, Dr. James	do	4	50	0
Sewell, John, Colonel	do	2	25	0
Sharples, John	do	2	25	0
Sheppard, Wm., Honble.....	Wendover	3	37	10
Shaw, Robert.....	Quebec	1	12	10
Shaw, Richard J.....	do	2	25	0
Sinard, George H., (Di- } rector).....	do	10	125	0
Sinjohn, Thomas.....	do	1	12	10
Smeaton, Alexander	do	1	12	10
Sleeper, Lewis	do	1	12	10
Smith, Thornton.....	do	5	62	10
Smith, John	Leeds	10	125	0
Smith, James	Shipton	2	25	0
Sinclair, Peter.....	Quebec	2	25	0
Steuart, D. R., (Director)...	do	10	125	0
Carried Forward ...		1482	18525	0

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	1482	18525	0
Stuart, Andrew	Quebec	8	100	0
Stewart, Chas. Grey.....	do	5	62	10
Stevenson, Michael ..	do	10	125	0
Stevenson, Matthew	do	1	12	10
Stevenson, William.....	do	10	125	0
Stavely, Edward.....	do	2	25	0
Symes, George Burns	do	10	125	0
Symes, Robert	do	1	12	10
Sewell, William	do	5	62	10
Taschereau, J. A.	Quebec	3	37	10
Tait, Thomas.....	Melbourne.....	10	125	0
Taylor, E. and J.....	Quebec	10	125	0
Temple, Henry	do	1	12	10
Terrien, Nicholas	Arthabaska	1	12	10
Terrien, Guillaume	do	1	12	10
Tessier, U. J.....	Quebec	4	50	0
Tetu, Lurent & Cyrus	do	4	50	0
Tibbets, James	do	1	12	10
Tiernay, Michael	do	1	12	10
Tilstone, W. H.	do	2	25	0
Thibaudeau, E. M.....	do	4	50	0
Thompson, James	New Liverpool	2	25	0
Trudelle, J. B.	Quebec	1	12	10
Toomey, Edward	Grantham	2	25	0
Turner, James	Quebec	2	25	0
Tweedell, Thomas	do	1	12	10
Tweedell, John.....	do	2	25	0
Taschereau, J. Thomas.....	do	4	50	0
Valleau, William B.	Quebec	2	25	0
Vaughan, David.....	do	1	12	10
Vachon, J. B.	New Liverpool	2	25	0
Von Exter, J.....	Quebec	4	50	0
Wadleigh, W. W.	Kingsey Falls.....	1	12	10
Wales, William	Warwick	1	12	10
Wainwright, Richard.....	Quebec	2	25	0
Walker, William, Hon.	do	10	125	0
Watts, R. N., M. P. P., } (Director)	Drummondville.....	20	250	0
Ware, William	Quebec	2	25	0
Wilson, Matthew J.	do	2	25	0
Whitcomb, Silas.....	Shipton	1	12	10
Wurtele, Christian.....	Quebec ..	10	125	0
	Carried Forward ...	1648	20600	0

Quebec and Richmond Railway.—*Continued.*

Name.	Residence.	No. of Shares.	Amount.	
			£	s.
	Brought Forward ...	1648	20600	0
Wurtele, William	Quebec	3	37	10
Wolff, James F.	do	1	12	10
Wyse, Frederick.....	do	1	12	10
Wyatt, Jeffery	do	2	25	0
Worrall, Joseph	do	1	12	10
Wales, Nathaniel S.	Warwick	1	12	10
Young, David Douglas.....	Quebec	4	50	0
Young, James R.....	do	2	25	0
Paterson, Peter	" One Hundred and Forty Shares " are held by these in trust for parties in the Townships. To be reduced as the names of Subscribers are sent in	140	1750	0
Forsyth, James Bell				
Henderson, W. S.				
Lampson, William.....				
Lloyd, Thomas W.....				
Steuart, David R.				
Scott, Michael				
Jones, John				
Angers, F. R��al.....				
		1803	22537	10

E. P. MACKIE,

Secretary.

QUEBEC, August 14th, 1851.

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# D.

RETURN of the amount of Stock subscribed in the Brantford and Buffalo Joint Stock Railroad Company—the names of Shareholders—and amount paid thereon.

| Names of Shareholders.       | No. of Shares. | Amount. |    |    | Amount paid, being 1st instalment of 6 per cent. |    |    |
|------------------------------|----------------|---------|----|----|--------------------------------------------------|----|----|
|                              |                | £       | s. | d. | £                                                | s. | d. |
| P. C. Vanboecklin .....      | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| John Lovejoy .....           | 75             | 375     | 0  | 0  | 22                                               | 10 | 0  |
| M. H. Pruyn .....            | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| W. H. Clark .....            | 15             | 75      | 0  | 0  | 4                                                | 10 | 0  |
| Henry Lemon .....            | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| Sutherland Griffin .....     | 12             | 60      | 0  | 0  | 3                                                | 12 | 0  |
| John Kerby .....             | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| Southworth Cole .....        | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Archibald Gilkison .....     | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| James Kerby .....            | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Wellesley Johnstone .....    | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Abraham Kerby .....          | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Daniel M. Gilkison .....     | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| Andrew Higginbotham .....    | 11             | 55      | 0  | 0  | 3                                                | 6  | 0  |
| Duncan McKay .....           | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Ebenezer Roy .....           | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Alexander Kirkland .....     | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Henry Racey .....            | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Francis H. Leonard .....     | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Walter Rubidge .....         | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Reginald Henwood .....       | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| John Turner .....            | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Thomas Swan .....            | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| David Christie .....         | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| James F. Mair .....          | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| John M. Colver .....         | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| A. B. Bennett .....          | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| Arunah Huntington .....      | 150            | 750     | 0  | 0  | 45                                               | 0  | 0  |
| Ignatius Cockshutt .....     | 150            | 750     | 0  | 0  | 45                                               | 0  | 0  |
| George S. Wilkes .....       | 100            | 500     | 0  | 0  | 30                                               | 0  | 0  |
| John A. Wilkes ..            | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| Richard R. Strowbridge ..... | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| Thomas Botham .....          | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| James Christie .....         | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| Allan Cleghorne .....        | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Frederick F. Wilkes .....    | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| Carried Forward .....        | 1098           | 5490    | 0  | 0  | 329                                              | 8  | 0  |

Brantford and Buffalo Joint Stock Railroad Co.—*Continued.*

| Names of Shareholders.   | No. of Shares. | Amount. |    |    | Amount paid, being 1st instalment of 6 per cent. |    |    |
|--------------------------|----------------|---------|----|----|--------------------------------------------------|----|----|
|                          |                | £       | s. | d. | £                                                | s. | d. |
| Brought Forward .....    | 1098           | 5490    | 0  | 0  | 329                                              | 8  | 0  |
| John Comerford.....      | 15             | 75      | 0  | 0  | 4                                                | 10 | 0  |
| Allan Good.....          | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Francis Foster .....     | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Abraham K. Smith .....   | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| Joel B. Hayden.....      | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Jonathan Hale .....      | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| James Moore .....        | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Henry Yardington .....   | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| Peter Jones.....         | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| George Babcock.....      | 40             | 200     | 0  | 0  | 12                                               | 0  | 0  |
| Henry A. Hardy.....      | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Alfred Digby .....       | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Thomas Grantham.....     | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| Alexander Dickie .....   | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Charles C. Dickson ..... | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Henry Myers .....        | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Clement G. Hanning.....  | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Robert R. Bown.....      | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Joseph D. Clement .....  | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| William McIntyre .....   | 6              | 30      | 0  | 0  | 1                                                | 16 | 0  |
| Garrett Terhune.....     | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| A. Brownson .....        | 40             | 200     | 0  | 0  | 12                                               | 0  | 0  |
| William Thompson .....   | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| L. S. Wetherby.....      | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Hezekiah Davis .....     | 40             | 200     | 0  | 0  | 12                                               | 0  | 0  |
| Lyman Chapin .....       | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| Edmund Christie .....    | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Sylvester Day.....       | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| William Miles.....       | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Hugh Asher .....         | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Thomas Carlyle.....      | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| John Armour .....        | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| William Scholfield ..... | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Richard Chambers.....    | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Thomas T. Wiggins .....  | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Henry Penny .....        | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| E. W. Cleaveland .....   | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Samuel C. Davis.....     | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Hezekiah Hyatt .....     | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| James Adams .....        | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| S. Darling .....         | 40             | 200     | 0  | 0  | 12                                               | 0  | 0  |
| William Wallace.....     | 10000          | 50000   | 0  | 0  | 3000                                             | 0  | 0  |
| Carried Forward .....    | 11749          | 58745   | 0  | 0  | 3524                                             | 14 | 0  |

Brantford and Buffalo Joint Stock Railroad Co.—*Continued.*

| Names of Shareholders.                                                                                        | No. of Shares. | Amount. |    |    | Amount paid, being 1st instalment of 6 per cent. |    |    |
|---------------------------------------------------------------------------------------------------------------|----------------|---------|----|----|--------------------------------------------------|----|----|
|                                                                                                               |                | £       | s. | d. | £                                                | s. | d. |
| Brought Forward .....                                                                                         | 11749          | 58745   | 0  | 0  | 3524                                             | 14 | 0  |
| William A. Routh .....                                                                                        | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| George Hardison .....                                                                                         | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| James Wadsworth .....                                                                                         | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| Aaron D. Patchin .....                                                                                        | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| Philip C. Vanboecklin .....                                                                                   | 5180           | 25900   | 0  | 0  | 1554                                             | 0  | 0  |
| Barton Farr .....                                                                                             | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Thomas Boyle & Co. ....                                                                                       | 40             | 200     | 0  | 0  | 12                                               | 0  | 0  |
| J. R. Brown .....                                                                                             | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| Philip C. Vanboecklin .....                                                                                   | 570            | 2850    | 0  | 0  | 171                                              | 0  | 0  |
| Municipality of the Town-<br>ship of Brantford,—D.<br>Christie, Reeve. ....                                   | 2500           | 12500   | 0  | 0  | 750                                              | 0  | 0  |
| John H. Moore .....                                                                                           | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| James Loughry .....                                                                                           | 15             | 75      | 0  | 0  | 4                                                | 10 | 0  |
| James Wilkes .....                                                                                            | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| John Heaton .....                                                                                             | 20             | 100     | 0  | 0  | 6                                                | 0  | 0  |
| William Lenny .....                                                                                           | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| G. W. Carlisle .....                                                                                          | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Hudson Kellog .....                                                                                           | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| William Benson .....                                                                                          | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Levi Carter .....                                                                                             | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| John Root .....                                                                                               | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| William Dunn .....                                                                                            | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| James McDougal .....                                                                                          | 50             | 250     | 0  | 0  | 15                                               | 0  | 0  |
| The Municipality of the<br>Township of Bertie,—<br>Alex. Douglas, Reeve. ....                                 | 2000           | 10000   | 0  | 0  | 600                                              | 0  | 0  |
| John C. Clarke .....                                                                                          | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| The Municipality of the<br>Township of Canboro',<br>—A. Bradshaw, Reeve. ....                                 | 400            | 2000    | 0  | 0  | 120                                              | 0  | 0  |
| Samuel Birdsall .....                                                                                         | 25             | 125     | 0  | 0  | 7                                                | 10 | 0  |
| The Municipality of the<br>United Townships of<br>Sherbrooke and Moul-<br>ton,—L. J. Wetherby,<br>Reeve ..... | 1000           | 5000    | 0  | 0  | 300                                              | 0  | 0  |
| Thomas Muir .....                                                                                             | 2              | 10      | 0  | 0  | 0                                                | 12 | 0  |
| Mark Losee .....                                                                                              | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| S. Amsden .....                                                                                               | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| John Oldfield .....                                                                                           | 40             | 200     | 0  | 0  | 12                                               | 0  | 0  |
| William Lines .....                                                                                           | 12             | 60      | 0  | 0  | 3                                                | 12 | 0  |
| Carried Forward .....                                                                                         | 23878          | 119390  | 0  | 0  | 7163                                             | 8  | 0  |

Brantford and Buffalo Joint Stock Railroad Co.—*Continued.*

| Names of Shareholders.                            | No. of Shares. | Amount. |    |    | Amount paid, being 1st instalment of 6 per cent. |    |    |
|---------------------------------------------------|----------------|---------|----|----|--------------------------------------------------|----|----|
|                                                   |                | £       | s. | d. | £                                                | s. | d. |
| Brought Forward .....                             | 23878          | 119390  | 0  | 0  | 7163                                             | 8  | 0  |
| William B. Hurst .....                            | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Job Trip.....                                     | 12             | 60      | 0  | 0  | 3                                                | 12 | 0  |
| Franklin P. Goold.....                            | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Robert Sproule .....                              | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| George Varcy, junior.....                         | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Frederick Simpson.....                            | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| John M. Tupper.....                               | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| Luther Burley.....                                | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| William Mathews .....                             | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| A. Reid .....                                     | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| William Mellish.....                              | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| John Russell .....                                | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
| Lewis Burwell.....                                | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| The Town Council of the<br>Town of Brantford,—    | 5000           | 25000   | 0  | 0  | 1500                                             | 0  | 0  |
| J. H. Moore, Mayor....                            |                |         |    |    |                                                  |    |    |
| The Municipality of the<br>Township of Wainfleet, | 1000           | 5000    | 0  | 0  | 300                                              | 0  | 0  |
| John Graylie, Reeve ...                           |                |         |    |    |                                                  |    |    |
| William Smith .....                               | 5              | 25      | 0  | 0  | 1                                                | 10 | 0  |
| William McCleish.....                             | 10             | 50      | 0  | 0  | 3                                                | 0  | 0  |
|                                                   | 30000          | 150000  | 0  | 0  | 9000                                             | 0  | 0  |

I certify that the above Return is correct.

ARCHIBALD GILKISON,

Secretary B. & B. R. R. Co.

BRANTFORD,

9th August, 1851.



# E.

## List of Stockholders of the Champlain and St. Lawrence Railroad Company.

| Names.                     | No. of Shares of<br>£ 50 each,<br>paid in full. | No. of Shares of<br>£ 50 each, payable<br>by instalments<br>of ten per cent.,<br>annually. |
|----------------------------|-------------------------------------------------|--------------------------------------------------------------------------------------------|
| Abbott, Rev. William ..... | 7                                               |                                                                                            |
| Allan, Hugh .....          | 10                                              | 10                                                                                         |
| Armour, Robert .....       | 8                                               | 8                                                                                          |
| Atwater, E. ....           | 4                                               | 4                                                                                          |
| Baker, William .....       | 8                                               | 8                                                                                          |
| Blake, Ann .....           | 13                                              | 5                                                                                          |
| Blenkley, William .....    | 18                                              | 18                                                                                         |
| Bolton, Capt. ....         | 11                                              |                                                                                            |
| Brooke, John .....         | 4                                               |                                                                                            |
| Boston, John .....         | 3                                               |                                                                                            |
| Boulanget, Joseph .....    | 2                                               | 2                                                                                          |
| Brewster, Benjamin .....   | 18                                              | 63                                                                                         |
| Buchanan, James .....      | 22                                              |                                                                                            |
| Burns, William .....       | 14                                              | 14                                                                                         |
| Cameron, J. D. ....        | 9                                               |                                                                                            |
| Carter, John .....         | 41                                              | 47                                                                                         |
| Cameron, Angus .....       | 29                                              |                                                                                            |
| Cameron, T. C. ....        | 9                                               | 9                                                                                          |
| Campbell, H. R. ....       | 562                                             |                                                                                            |
| Cors, R. and H. ....       | 8                                               |                                                                                            |
| Cotton, Estate C. C. ....  | 2                                               |                                                                                            |
| Conolly, Estate Wm. ....   | 11                                              | 4                                                                                          |
| Cringan, Margaret .....    | 25                                              | 25                                                                                         |
| David, M. E. ....          | 10                                              | 10                                                                                         |
| Delisle, A. M. ....        | 10                                              | 10                                                                                         |
| Debeaujeau, G. R. S. ....  | 8                                               |                                                                                            |
| Donegani, Joseph .....     | 4                                               |                                                                                            |
| Finlayson, D. ....         | 11                                              |                                                                                            |
| Forbes, C. J. ....         | 11                                              | 11                                                                                         |
| Frothingham, J. ....       | 20                                              |                                                                                            |
| Carried Forward.....       | 912                                             | 248                                                                                        |

Champlain and St. Lawrence Railroad Company.—*Continued.*

| Names.                       | No. of Shares of<br>£ 50 each,<br>paid in full. | No. of Shares of<br>£ 50 each, payable<br>by instalments<br>of ten per cent,<br>annually. |
|------------------------------|-------------------------------------------------|-------------------------------------------------------------------------------------------|
| Brought Forward .....        | 912                                             | 248                                                                                       |
| Gale, Hon. S. ....           | 53                                              | 53                                                                                        |
| Gerrard, Samuel.....         | 2                                               | 2                                                                                         |
| Gregory, Mrs. P. P. ....     | 13                                              |                                                                                           |
| Howden, C. & C.....          | 23                                              | 23                                                                                        |
| Hoyle, James .....           | 3                                               | 3                                                                                         |
| Joseph, J. H. ....           | 9                                               | 18                                                                                        |
| Keith, James .....           | 22                                              |                                                                                           |
| Langan, Estate Juliana ..... | 1                                               | 1                                                                                         |
| Langan, C. ....              | 5                                               | 5                                                                                         |
| Leslie, Alexander .....      | 29                                              | 29                                                                                        |
| Leslie, Miss G. ....         | 4                                               | 4                                                                                         |
| Lyman, William .....         | 15                                              | 14                                                                                        |
| Macdonald, William .....     | 14                                              | 14                                                                                        |
| Macdonald, James.....        | 17                                              | 17                                                                                        |
| Marler, L. ....              | 6                                               | 7                                                                                         |
| McGill, Hon. P.....          | 11                                              |                                                                                           |
| Molson, John .....           | 179                                             | 179                                                                                       |
| McDonell, Allan .....        | 29                                              | 29                                                                                        |
| McIntosh, William.....       | 23                                              |                                                                                           |
| McTavish, Estate J. G.....   | 11                                              |                                                                                           |
| McBeau, John .....           | 29                                              | 6                                                                                         |
| McMillan, John .....         | 22                                              |                                                                                           |
| McDonald, Archd.....         | 14                                              |                                                                                           |
| McKenzie, J. G.....          | 16                                              | 16                                                                                        |
| Mills, Mrs. H.....           | 15                                              | 14                                                                                        |
| Mills, Estate J. E.....      | 14                                              | 15                                                                                        |
| Mountain, J. S. S. ....      | 9                                               | 9                                                                                         |
| Mussen, Thomas .....         | 4                                               | 4                                                                                         |
| Phillips, Estate, W. S. .... | 63                                              | 63                                                                                        |
| Phillips, Charles.....       | 30                                              | 30                                                                                        |
| Ramsay, Rev. J.....          | 11                                              |                                                                                           |
| Robertson, Mrs. ....         | 5                                               | 5                                                                                         |
| Rogers, Rev. E. J.....       | 1                                               | 1                                                                                         |
| Carried Forward.....         | 1614                                            | 809                                                                                       |

Champlain and St. Lawrence Railroad Company.—*Continued.*

| Names.                              | No. of Shares of<br>£ 50 each,<br>paid in full. | No. of Shares of<br>£ 50 each, payable<br>by instalments<br>of ten per cent.<br>annually.                                  |
|-------------------------------------|-------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| Brought Forward .....               | 1614                                            | 809                                                                                                                        |
| Rowand, John .....                  | 11                                              |                                                                                                                            |
| Robertson, Rev. D. ....             | 9                                               |                                                                                                                            |
| Russel, Miss G. ....                | 81                                              | 81                                                                                                                         |
| Russel, Hector .....                | 63                                              | 69                                                                                                                         |
| Russel, Miss C. ....                | 17                                              | 17                                                                                                                         |
| Siveright, John .....               | 29                                              |                                                                                                                            |
| Simpson, Sir George .....           | 21                                              | 21                                                                                                                         |
| Smith, J. B.....                    | 5                                               | 5                                                                                                                          |
| Tiffin, John.....                   | 23                                              | 3                                                                                                                          |
| Tovey, Alexander .....              | 22                                              | 22                                                                                                                         |
| Townshend, H. ....                  | 6                                               | 6                                                                                                                          |
| Whitwell, Rev. R. ....              | 21                                              | 21                                                                                                                         |
| Wood, Rev. S. S. ....               | 4                                               | 4                                                                                                                          |
| Workman, William.....               | 47                                              | 47                                                                                                                         |
| Workman, William, (President) ..... | 6                                               |                                                                                                                            |
| Workman, Thomas .....               | 7                                               | 7                                                                                                                          |
| Yale, J. M.....                     | 14                                              |                                                                                                                            |
|                                     | 2000<br>£ 100,000                               | 1112<br>£ 55,600<br>Subscribed since<br>the passing of<br>Act 12, Vict.<br>ch. 29, none<br>of which is yet<br>paid or due. |

MONTREAL,

August 9, 1851.

W. A. MERRY,

Secretary.

# F.

## Ontario, Simcoe and Huron Rail Road Union Company.

—:O:—

RETURN to an order of the Standing Committee of the Legislative Assembly on Railroads and Telegraph Lines; of the names of the Shareholders, and amount of Stock subscribed in the above Company, and the amount paid up.

| Subscribers' Names.                               | Number of Shares. | Amnt.<br>of<br>Stock. | Instalments<br>paid in. |    |    |  |
|---------------------------------------------------|-------------------|-----------------------|-------------------------|----|----|--|
|                                                   |                   | £                     | £                       | s. | d. |  |
| Honourable Henry John }<br>Boulton, M.P.P. .... } | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| Jos C. Morrison, M. P. P.                         | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| Fred. C Capreol .....                             | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| George Barrow .....                               | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| Hugh Scobie .....                                 | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| John Fisher.....                                  | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| B. W. Smith .....                                 | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| Bowes and Hall .....                              | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| John Hillyard Cameron, }<br>M. P. P. .... }       | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| Robert Baldwin,.....                              | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| George T. Denison.....                            | One hundred ..... | 500                   | 12                      | 10 | 0  |  |
| P. Vankoughnet.....                               | Fifty .....       | 250                   | 6                       | 5  | 0  |  |
| Jonas T. Bush .....                               | Fifty .....       | 250                   | 12                      | 10 | 0  |  |
| Alexander Ogilvie & Co..                          | Sixty .....       | 300                   | 7                       | 10 | 0  |  |
| Gilmor and Colson.....                            | Sixty .....       | 300                   | 7                       | 10 | 0  |  |
| John Arnold .....                                 | Forty .....       | 200                   | 5                       | 0  | 0  |  |
| W. A. Baldwin .....                               | Forty .....       | 200                   | 5                       | 0  | 0  |  |
| Whittemore, Rutherford }<br>& Co..... }           | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| James Browne .....                                | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| John Ewart, jun. ....                             | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| Hayes, Brothers .....                             | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| Shaw, Turnbull & Co.....                          | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| John McMurrich .....                              | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| William M. Gorrie.....                            | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| Walker and Hutchinson ..                          | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| Joseph Becket & Co.....                           | Thirty .....      | 150                   | 3                       | 15 | 0  |  |
| { One thousand<br>six hundred and<br>seventy. }   |                   | 8350                  | 215                     | 0  | 0  |  |



Ontario, Simcoe and Huron Railroad Union Co.—*Continued.*

| Subscribers' Names.       | Number of Shares.                               | Amnt.<br>of<br>Stock. | Instalments<br>paid in. |    |    |  |
|---------------------------|-------------------------------------------------|-----------------------|-------------------------|----|----|--|
|                           |                                                 | £                     | £                       | s. | d. |  |
| Brought Forward .....     | { One thousand<br>six hundred and<br>twenty. }  | 8350                  | 215                     | 0  | 0  |  |
| G. W. Allan .....         | Thirty .....                                    | 150                   | 3                       | 15 | 0  |  |
| J. S. Howard .....        | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| F. T. Wilkes .....        | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| William Hall .....        | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Thomas Dick .....         | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| R. H. Brett.....          | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Thomas Haworth .....      | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| F. J. Fuller.....         | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| M. Rossin and Brothers... | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Betley and Kay .....      | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Browne and Childs .....   | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| H. Fowler ..              | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| A. and S. Nordheimer ...  | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Allan Cameron .....       | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Edward Beckett .....      | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Charles Lount .....       | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| E. F. Whittemore .....    | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Gooderham and Worts ...   | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| John Salt .....           | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| William Wakefield .....   | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| J. Lukin Robinson .....   | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Jacques and Hay .....     | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Robert Whitman & Co....   | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| Reid and Leith .....      | Twenty .....                                    | 100                   | 2                       | 10 | 0  |  |
| George H. Cheney.....     | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| Amos Bostwick .....       | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| William Proudfoot .....   | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| Thomas Clarkson .....     | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| E. and R. McPhail.....    | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| J. Watson & Co. ....      | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| D. Macdonnell .....       | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| J. Joseph .....           | Fifteen .....                                   | 75                    | 1                       | 17 | 6  |  |
| Samuel Gunn .....         | Ten .....                                       | 50                    | 1                       | 5  | 0  |  |
| J. S. Playfair .....      | Ten .....                                       | 50                    | 1                       | 5  | 0  |  |
| Thomas Shortis .....      | Ten .....                                       | 50                    | 2                       | 10 | 0  |  |
| Joseph Rogerson .....     | Ten .....                                       | 50                    | 1                       | 5  | 0  |  |
| William Grainger .....    | Ten .....                                       | 50                    | 1                       | 5  | 0  |  |
| E. C. Jones.....          | Ten ..                                          | 50                    | 1                       | 5  | 0  |  |
| Herbert Topping .....     | Ten .....                                       | 50                    | 1                       | 5  | 0  |  |
| Carried Forward .....     | { Two thousand<br>three hundred and<br>fifty. } | 11750                 | 302                     | 5  | 0  |  |

Ontario, Simcoe and Huron Railroad Union Co.—*Continued.*

| Subscribers' Names.       | Number of Shares.                                  | Amnt.<br>of<br>Stock. | Instalments<br>paid in. |    |    |
|---------------------------|----------------------------------------------------|-----------------------|-------------------------|----|----|
|                           |                                                    |                       | £                       | s. | d. |
| Brought Forward .....     | { Two thousand<br>three hundred and<br>fifty. }    | £ 11750               | £ 302                   | 5  | 0  |
| Edward Shortis .....      | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| A. M. Clark .....         | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| John Henderson .....      | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| J. T. Mathews .....       | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Edward Godrich .....      | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| J. Briggs .....           | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Robert G. Dalton .....    | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Adam Wilson .....         | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| A. Patrick .....          | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Alex. Hamilton .....      | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| B. Torrance .....         | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| J. C. Collins .....       | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Owen & Mills .....        | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| John C. Bettridge .....   | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| John Helliwell .....      | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| H. Jackson .....          | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Kivus Tully .....         | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Patton & Co. ....         | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| John B. Robinson, junior. | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Thomas Bell .....         | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| William Atkinson .....    | Six .....                                          | 30                    | 0                       | 15 | 0  |
| Charles Robertson .....   | Six .....                                          | 30                    | 0                       | 15 | 0  |
| James Henderson .....     | Six .....                                          | 30                    | 0                       | 15 | 0  |
| Hugh Miller .....         | Six .....                                          | 30                    | 0                       | 15 | 0  |
| Alex. Keefer .....        | Five .....                                         | 25                    | 0                       | 12 | 6  |
| J. R. Mountjoy .....      | Five .....                                         | 25                    | 0                       | 12 | 6  |
| R. C. McMullin .....      | Five .....                                         | 25                    | 0                       | 12 | 6  |
| Allen McLean Howard....   | Five .....                                         | 25                    | 0                       | 12 | 6  |
| Patton & Co. ....         | Five .....                                         | 25                    | 0                       | 12 | 6  |
| John Ridout .....         | Five .....                                         | 25                    | 0                       | 12 | 6  |
| George Munro .....        | Five .....                                         | 25                    | 0                       | 12 | 6  |
| J. Murphy & Co. ....      | Five .....                                         | 25                    | 0                       | 12 | 6  |
| Thomas Maclear .....      | Five .....                                         | 25                    | 0                       | 12 | 6  |
| John C. Bettridge .....   | Five .....                                         | 25                    | 0                       | 12 | 6  |
| Thomas Lawson .....       | Five .....                                         | 25                    | 0                       | 12 | 6  |
| Robert Beekman .....      | Five .....                                         | 25                    | 0                       | 12 | 6  |
| W. B. Phipps .....        | Five .....                                         | 25                    | 0                       | 12 | 6  |
| B. Torrance .....         | Five .....                                         | 25                    | 0                       | 12 | 6  |
| George B. Spencer .....   | Five .....                                         | 25                    | 0                       | 12 | 6  |
| Carried Forward .....     | { Two thousand<br>six hundred and<br>forty-nine. } | 13245                 | 339                     | 12 | 6  |

Ontario, Simcoe, and Huron Rail road Union Co.—*Continued.*

| Subscribers' Names.                           | Number of Shares.                                   | Amnt.<br>of<br>Stock. | Instalments<br>made. |    |    |  |
|-----------------------------------------------|-----------------------------------------------------|-----------------------|----------------------|----|----|--|
|                                               |                                                     |                       | £                    | s  | d. |  |
| Brought Forward .....                         | { Two thousand<br>six hundred and<br>forty-nine. }  | 13245                 | 339                  | 12 | 6  |  |
| W. J. FitzGerald .....                        | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| George Thomas, junior....                     | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| S. Brough.....                                | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| A. Rennie .....                               | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| William M. Jamieson.....                      | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| S. B. Smith.....                              | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| A. Grant.....                                 | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| E. Bradburne .....                            | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| J. Rogers Armstrong, jr....                   | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| Cary & Brown.....                             | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| W. F. Meudell .....                           | Five.....                                           | 25                    | 0                    | 12 | 6  |  |
| John S. Blogg.....                            | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| Hiram Piper .....                             | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| A. DeSalebury .....                           | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| A. Macdonald.....                             | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| James Meyers.....                             | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| Frederick Chapman .....                       | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| Arthur Crampton .....                         | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| H. F. Morris .....                            | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| Thos. F. Cary.....                            | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| John J. Cary .....                            | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| Thomas Champion.....                          | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| F. W. Coate .....                             | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| James Ashfield .....                          | Three .....                                         | 15                    | 0                    | 7  | 6  |  |
| John Anderson .....                           | Two .....                                           | 10                    | 0                    | 5  | 0  |  |
| C. J. Francis .....                           | Two .....                                           | 10                    | 0                    | 5  | 0  |  |
| Robert Phillips .....                         | Two .....                                           | 10                    | 0                    | 5  | 0  |  |
| John Hatten .....                             | Two .....                                           | 10                    | 0                    | 5  | 0  |  |
| Isiah Reed .....                              | Two .....                                           | 10                    | 0                    | 5  | 0  |  |
| Thomas D. Harris .....                        | Ten .....                                           | 50                    | 1                    | 5  | 0  |  |
| R. Depsey .....                               | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| John W. Dempsey.....                          | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| John Ritchey .....                            | Twenty .....                                        | 100                   | 2                    | 10 | 0  |  |
| John Cameron.....                             | Ten .....                                           | 50                    | 1                    | 5  | 0  |  |
| His Lordship the Bishop }<br>of Toronto ..... | Twenty ..                                           | 100                   | 2                    | 10 | 0  |  |
| George Herrick, M. D. ...                     | Ten .....                                           | 50                    | 1                    | 5  | 0  |  |
| John Henderson.....                           | Five .....                                          | 25                    | 0                    | 12 | 6  |  |
| John Robertson ...                            | Twenty .....                                        | 100                   | 2                    | 10 | 0  |  |
|                                               | { Two thousand<br>eight hundred and<br>sixty-two. } | 14310                 | 365                  | 5  | 0  |  |

Ontario, Simcoe and Huron Railroad Union Co.—*Continued.*

| Subscribers' Names.   | Number of Shares.                                  | Amnt.<br>of<br>Stock. | Instalments<br>paid in. |    |    |
|-----------------------|----------------------------------------------------|-----------------------|-------------------------|----|----|
|                       |                                                    |                       | £                       | s. | d. |
| Brought Forward ..... | { Two thousand<br>eight hundred and<br>sixty-two } | £ 14310               | £ 365                   | 5  | 0  |
| C. & W. Walker.....   | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Chas. Berezy .....    | One hundred .....                                  | 500                   | 12                      | 10 | 0  |
| R. B. Ritchards ..... | Four .....                                         | 20                    | 0                       | 10 | 0  |
| John Snarr .....      | Ten .....                                          | 50                    | 1                       | 5  | 0  |
| Rev. John Roaf .....  | Fourteen .....                                     | 70                    | 1                       | 15 | 0  |
|                       | Three thousand Shares,                             | 15000                 | 382                     | 10 | 0  |

## S U M M A R Y.

## No. of Shares.

|        |                                                                                                                                                                                                                                                                                                    |             |
|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 3,000  | Subscribed in the City of Toronto by<br>private individuals, as per List on<br>which Instalments have been paid,<br>amounting to £382 10s. 0d.....                                                                                                                                                 | £ 15000 0 0 |
| 10,000 | Subscribed by the County of Simcoe,<br>payable in Debentures bearing inter-<br>est at the rate of six per cent. per<br>annum, which Debentures are exe-<br>cuted and sealed, and placed in the<br>hands of the County Treasurer, to<br>be used in accordance with agree-<br>ment and contract..... | 50000 0 0   |
| 30,000 | Subscribed by the Contractors, to be<br>paid for in the execution of the work,<br>according to contract .....                                                                                                                                                                                      | 150000 0 0  |
|        | Amount agreed to be loaned by the<br>Corporation of Toronto, as per Re-<br>solution of the City Council, 18th<br>August instant, accompanied by a<br>letter from the Mayor to the Man-<br>ager of the Company, dated 25th<br>August, 1851.....                                                     | 35000 0 0   |
|        | Amount of Capital subscribed, inde-<br>pendent of the Government guar-<br>antee .....                                                                                                                                                                                                              | 250000 0 0  |



In addition to the foregoing, the following Donations have been made to the Company, viz. :—

Gift of £25,000 by the Corporation of Toronto, as per Resolution of the City Council, accompanied by the Mayor's certificate to the Company, dated 24th December, 1850, payable as the work progresses, in Debentures, bearing interest at the rate of six per cent. per annum ; together with a valuable site of Land in the City for a Station, and the Right of Way through a portion of the City.

|                                 |          |
|---------------------------------|----------|
| Gift of Andrew Mercer, Esq..... | £ 25 0 0 |
| Gift of Mr. John Nasmith .....  | 5 0 0    |

FRED. C. CAPREOL,

Manager and Treasurer.

TORONTO,

26th August, 1851.

(Copy.)

A copy of the Resolutions of the Municipal Council of the City of Toronto, certified by Geo. Gurnett, Mayor of Toronto, to be correct and true.

“ RESOLUTION.

“ *Resolved*,—That the sum of twenty-five thousand pounds in debentures payable twenty years after date, with interest at six per cent. per annum, payable half-yearly and granted in aid of the “ Ontario, Simcoe and Huron Railroad Union Company ” on the conditions set forth in the second clause of the Report No. “ 21, of the Standing Committee on Finance and Assessments, and in order to extend the benefits of the said Railroad to all parts of the city it be another condition of the above grant that the terminus for passenger trains shall be erected on a portion of the market block property, now vacant, such portion to be leased to the Company at a nominal rent for ninety-nine years, and that the lines of Railroad shall be carried along Palace and Front Streets to the full extent of the City Water Lots. Second condition in the Report referred to in the foregoing Resolution. In the proposition as the work progresses, as one is to two, viz., one hundred thousand pounds to be expended on the Road before any advance is made by the Corporation, then debentures to be issued to the Contractors for ten thousand pounds, and that all future advances be made in the same proportion to an amount not exceeding the whole sum of twenty-five thousand pounds.”

MAYOR'S OFFICE,

TORONTO, 24th December, 1850.

I hereby certify that the foregoing Copy of the proceedings of the City Council of Toronto, in the matter to which it refers, is correct and true.

(Signed,)

GEO. GURNETT,  
Mayor of Toronto.

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(Copy.)

To his Worship the Mayor, Aldermen and Commonalty of the City of Toronto in Common Council.

The Special Committee to whom was referred the several communications of the President and Manager of the "Ontario, Simcoe and Huron Railroad Union Company," enclosed two propositions signed by John Arnold, Esquire, as Chairman of a meeting of a number of citizens held in this City on the 7th instant, suggesting the manner in which this Council should assist the said Company in making good the deficiency of thirty-five thousand pounds in the subscription allotted to this City, and asking the concurrence of this Council in the same in order that a work so immediately connected with the best interests of this City might at once advance to completion :—Beg leave to report :

That upon the most attentive considerations given by your Committee to the propositions signed by Mr. Arnold as Chairman, and after frequent interviews with the manager as well as with one of the contractors of the Company, Your Committee would recommend that in lieu of propositions (or either of them) this Council loan the said Company their debentures to an amount not exceeding thirty-five thousand pounds, payable in twenty years with interest on the same payable half-yearly issuable in the same ratio as the bonus of twenty-five thousand pounds, taking as security for such debentures the bonds of the said Company to the same amount payable in ten years with interest half-yearly secured on the Road to the satisfaction of this corporation upon the recommendation of the City Solicitor.

And further that it be a condition to this loan that the Road from this City to Lake Simcoe, or the Holland River, be completed in two years from the first of January next.

And further that as long as the loan of thirty-five thousand pounds continues, the Mayor of this City for the time being (if he be not a Director in any other Company) be a Director in the above mentioned Company ;—if he be a Director in any other Company, then any Alderman in the City for the time being to

be nominated by this Council to be a Director in said Company.  
All which is respectfully submitted.

(Signed,) JOHN BEVERLY ROBINSON, Junr.  
Chairman.

This Report was adopted by the Common Council of the City  
of Toronto, Monday, August 18th, 1851.

(Signed,) CHARLES DALY.

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MAYOR'S OFFICE,  
TORONTO, *August 25th, 1851.*

I hereby certify that the foregoing copy of the proceedings of  
the City Council of Toronto in the matter to which it refers is  
correct and true.

(Signed,) JOHN G. BOWES,  
Mayor.

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MAYOR'S OFFICE,  
*25th August, 1851.*

SIR,—I have the honor to enclose a certified copy of the proceed-  
ings of the City Council on the application of the "Board of  
Directors of the Ontario, Simcoe and Huron Railroad Union  
Company" for a loan of £35,000 in aid of that work.

I have the honor to be,

Your obedient servant,

(Signed,) JOHN G. BOWES,  
Mayor.

F. C. Capreol, Esq.,  
Manager,  
Railroad Office.

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## G.

Letter from the Secretary of the Montreal and Vermont Junction Railroad Company,—in reference to the order of the Committee.

TORONTO, *August 23rd*, 1851.

T. Patrick, Esq.,  
Clerk R. R. Committee.

DEAR SIR,—I am at present unable to give the information required in your esteemed letter, as the Montreal and Vermont Junction Railway Company have been waiting for certain amendments now being made to the charter authorizing municipalities to take stock before taking up any further private subscriptions; the precise amount of which it is impossible to give, as our stock lists are not together. The disbursements of the Company thus far are about five hundred pounds. The requirements of charter respecting survey and location of the line, and deposit of maps, plans and books of reference, and also legal notices to land owners upon the line, have been complied with, and it is confidently believed that within the time specified in the charter this valuable line of Railway will be built.

Very respectfully,

C. H. W. SEYMOUR,  
Secretary, M. and Vt. J. R. R. Co.

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